# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

## AKRON, CO

COLORADO
PLAINS RGNL ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

## ALAMOSA, CO

SAN LUIS VALLEY RGNL/
BERGMAN FIELD ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.

## ALBUQUERQUE, NM

ALBUQUERQUE INTL
SUNPORT ..... **VOR or TACAN Rwy 8**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

## CLAYTON, NM

CLAYTON MUNI AIRPARK ..... **NDB Rwy 2[1]**
**NDB Rwy 20[2]**
**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Category D, 800-2¼.

## CLOVIS, NM

CLOVIS MUNI ..... **VOR Rwy 22,**800-2¼

## COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS
MUNI ..... **ILS or LOC Rwy 17L[1]**
**ILS or LOC Rwy 35L[2]**
**ILS or LOC Rwy 35R[23]**
**NDB Rwy 35L[4]**
**RNAV (GPS) Rwy 17R[35]**
**RNAV (GPS) Rwy 35R[3]**
[1]ILS, 700-2.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 1000-3.
[5]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## CORTEZ, CO

CORTEZ MUNI ..... **RNAV (GPS) Y Rwy 21[1]**
**RNAV (GPS) Z Rwy 21[2]**
**VOR Rwy 21[1]**
[1]Category D, 900-3.
[2]Categories A, B, 1300-2; Categories C, D, 1300-3.

## CRAIG, CO

CRAIG-MOFFAT ..... **VOR/DME Rwy 7[1]**
**VOR Rwy 25[2]**
[1]1300-3.
[2]1700-3.

## DEMING, NM

DEMING MUNI ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 26**
**VOR Rwy 26**
NA when local weather not available.

## DENVER, CO

CENTENNIAL ..... **ILS or LOC Rwy 35R[1]**
**NDB Rwy 35R[2]**
**RNAV (GPS) Rwy 28[34]**
**RNAV (GPS) Rwy 35R[14]**
[1]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

## DENVER, CO

DENVER INTL ..... **ILS or LOC Rwy 34L**
ILS, 700-2.

ROCKY MOUNTIAN
METROPOLITAN ..... **ILS or LOC Rwy 29R**
**VOR/DME Rwy 29L/R**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

## DURANGO, CO

DURANGO-LA PLATA COUNTY ..... **VOR/DME Rwy 3**

NA when control zone not effective except for operators with approved weather reporting service.

## EAGLE, CO

EAGLE COUNTY RGNL ..... **LDA/DME Rwy 25**

Categories A,B, 2100-2; Category C, 2100-3.
NA when control tower closed.
NA when local weather not available.

## FARMINGTON, NM

FOUR CORNERS RGNL ..... **ILS or LOC Rwy 25[1,2]**
**RNAV (GPS) Rwy 5[3]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 23[4]**

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

## FORT COLLINS/LOVELAND, CO

FORT COLLINS-LOVELAND MUNI ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

## GALLUP, NM

GALLUP MUNI ..... **RNAV (GPS) Rwy 6[1,2]**
**RNAV (GPS) Rwy 24[3]**
**VOR Rwy 6[4]**

[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.
[2]NA when local weather not available.
[3]Category D, 900-3.
[4]Category C, 800-2¼; Category D, 900-3.

## GRAND JUNCTION, CO

GRAND JUNCTION RGNL ..... **ILS or LOC Rwy 11[1,2]**
**LDA/DME Rwy 29[3]**
**RNAV (GPS) Rwy 11[3]**

[1]ILS, Category D, 700-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## GREELEY, CO

GREELEY-WELD COUNTY ..... **ILS or LOC Rwy 34**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 34**
**VOR or TACAN-A**

NA when local weather not available.

## GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL ..... **ILS or LOC Rwy 6[1]**
**RNAV (RNP) Rwy 6,** 800-2¼
**VOR or GPS-A[2,3]**

[1]ILS,LOC, Categories A, B, C, 1600-3.
[2]Categories A,B,C, 1700-3;Cat D, 2300-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

## HAYDEN, CO

YAMPA VALLEY .. **ILS or LOC/DME Y Rwy 10[1,2]**
**RNAV (GPS) Y Rwy 10[1,2]**
**RNAV (GPS) Rwy 28[3]**
**RNAV (RNP) Z Rwy 10,** 800-2¼[1]
**VOR/DME-B[4]**

[1]NA when local weather not availalbe.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.
[3]Category D, 800-2¼.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.

## HOBBS, NM

LEA COUNTY RGNL ..... **ILS or LOC Rwy 3[1]**
**LOC/DME BC Rwy 21[2]**
**RNAV (GPS) Rwy 3[3]**
**RNAV (GPS) Rwy 21[2]**
**RNAV (GPS) Rwy 30[2]**
**VOR/DME or TACAN Rwy 21[2]**
**VOR or TACAN Rwy 3[2]**

[1]NA when control tower closed.
[2]NA when control tower closed, except standard for operators with approved weather reporting service.
[3]NA when local weather not available.

## LA JUNTA, CO

LA JUNTA MUNI ..... **RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## LAMAR, CO

LAMAR MUNI ..... **RNAV (GPS) Rwy 18[1]**
**RNAV (GPS) Rwy 36[2]**
**VOR Rwy 18[3]**

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 900-2½, Category D, 900-2¾.

## LAS VEGAS, NM

LAS VEGAS MUNI ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**RNAV (GPS) Rwy 32**
**VOR Rwy 2**
**VOR Rwy 20**

NA when local weather not available.

## MEEKER, CO

MEEKER ..... **RNAV (GPS) Rwy 3**
NA when local weather not available.
Categories A, B, 1500-2; Category C, 1500-3.

## MONTROSE, CO

MONTROSE
RGNL ..... **ILS or LOC/DME Rwy 17**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 35**
**RNAV (GPS) Y Rwy 17**
**RNAV (GPS) Z Rwy 17**
**VOR/DME Rwy 13**

Category C, 1000-2¾; Category D, 1000-3.

## PAGOSA SPRINGS, CO

STEVENS FIELD ..... **RNAV (GPS)-A**
NA when local weather not available.

## PORTALES, NM

PORTALES MUNI ..... **RNAV (GPS) Rwy 1**
Category D, 900-3.

## PUEBLO, CO

PUEBLO MEMORIAL ..... **ILS or LOC Rwy 8L[1,3]**
**ILS or LOC Rwy 26R[2,3]**
**RNAV (GPS) Rwy 8L[4]**
**RNAV (GPS) Rwy 26R[4]**
**VOR or TACAN Rwy 26R[3]**

[1]ILS, Categories A,B,C,D, 700-2; Category E,1000-3. LOC, Category E, 1000-3.
[2]ILS, 700-2.
[3]NA when control tower closed.
[4]NA when local weather not available.

NAME ALTERNATE MINIMUMS

## RATON, NM

RATON MUNICIPAL/
CREWS FIELD ..... **VOR/DME Rwy 2**
Categories A,B, 1400-2; Categories C,D, 1400-3.

## RIFLE, CO

GARFIELD COUNTY
RGNL ..... **LOC/DME-A[1,2,3]**
**ILS Rwy 26[2,3,4]**
**RNAV (GPS) Y Rwy 8[2,5]**
**RNAV (GPS) W Rwy 26[2,7]**
**RNAV (GPS) X Rwy 26[2,8]**
**RNAV (RNP) Y Rwy 26[2,6]**
**RNAV (RNP) Z Rwy 8[2,9]**
**RNAV (RNP) Z Rwy 26[2]**
**VOR/DME-C[5]**

[1]Categories A,B, 2400-2; Category C,2400-3.
[2]NA when local weather not available.
[3]Not authorized 0200-1300Z.
[4]ILS, Categories A,B,C, 1300-4.
[5]Categories A,B, 1900-2; Category C, 1900-3.
[6]Categories A,B,C, 800-2¼.
[7]Categories A,B, 1700-2; Category C, 1700-3.
[8]Categories A,B,C, 900-2½.
[9]Categories A,B,C, 900-3.

## ROSWELL, NM

ROSWELL
INTL AIR CENTER ..... **ILS Rwy 21[1]**
**LOC BC Rwy 3[1]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 21[2]**
**RNAV (GPS) Rwy 35[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

## SANTA FE, NM

SANTA FE MUNI ..... **ILS or LOC Rwy 2[1,2]**
**VOR/DME-A[3,4]**
**VOR Rwy 33[3,4]**

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when control tower closed except for operators with approved weather reporting service.

NAME ALTERNATE MINIMUMS

**SILVER CITY, NM**

GRANT COUNTY ..... **VOR-A**
**VOR/DME-B**

NA when Deming FSS closed.

**TAOS, NM**

TAOS REGIONAL ..... **VOR/DME-B**

Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

**TELLURIDE, CO**

TELLURIDE RGNL ..... **LOC/DME Rwy 9**

Categories A, B, 2300-2.

**TRUTH OR CONSEQUENCES, NM**

TRUTH OR CONSEQUENCES
MUNI ..... **VOR-A**

Category D, 800-2¼.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**AKRON, CO**

COLORADO PLAINS RGNL (AKO)
ORIG 09127 (FAA)

NOTE: **Rwy 11,** rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29,** vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

**ALAMOGORDO, NM**

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16,21,34,** NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

**ALAMOSA, CO**

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME TAKE-OFF MINIMUMS

**ALBUQUERQUE, NM**

ALBUQUERQUE INTL SUNPORT (ABQ)
AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8,** std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35,** climbing left turn direct ABQ VORTAC. If required, continue cllmb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26,** climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west,left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3,** light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12,** electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17,** light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21,** terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30,** tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35,** light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)
AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4 ,** climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17,** climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22,** climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35 ,** climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17,** antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/ 5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/ 5919' MSL. **Rwy 35,** antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/ 5808' MSL.

## ANGEL FIRE, NM

ANGEL FIRE (AXX)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 17,** use ANEKE RNAV DEPARTURE.

## ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 33,** use SARDD DEPARTURE.

## BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3,21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

## BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*

* Or standard with minimum climb of 240/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

## BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.
**Rwy 33,** NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15,** use PUEBLO RNAV DEPARTURE. **Rwy 33,** NA-due to terrain.

NOTE: **Rwy 15,** tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

## BUTTS AAF (KFCS)

FORT CARSON, CO

. . . . . .Rwy 31, 400-1*

* Or standard with a minimum climb of 210/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.
Rwy 3l climbing right turn heading 80° within 1 mile.
All aircraft continue climb via hdg 080° until joining V-81.

## CANNON AFB (KCVS),

CLOVIS, NM. . . . . .(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

**Rwy 13**: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

**Rwy 22**: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

**Rwy 31**: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

## CANON CITY, CO
FREMONT COUNTY
TAKE-OFF MINIMUMS: **Rwy 29,** 4600-2 or std. with a min. climb of 450' per NM to 10400.
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading. **Rwy 29,** turn left heading 115°.
**All aircraft** intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

## CLAYTON, NM
CLAYTON MUNI
TAKE-OFF MINIMUMS: **Rwy 30,** 1300-1 or std. with a min. climb of 244' per NM until 6700.

## COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI
TAKE-OFF MINIMUMS: **Rwy 30**, 600-2 or std. with a min. climb of 220' per NM to 6900.
DEPARTURE PROCEDURE: **Rwys 12,17L,17R**, turn left. **Rwys 30,35L**,**35R,** turn right. **All aircraft** climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW, left turns, 154° inbound) to cross BRK VORTAC at or above 14000.

## CORTEZ, CO
CORTEZ MUNI (CEZ)
AMDT 3 10098 (FAA)
DEPARTURE PROCEDURE: use LEDVE DEPARTURE.

## CRAIG, CO
CRAIG-MOFFAT
TAKE-OFF MINIMUMS: **Rwys 7,25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.
DEPARTURE PROCEDURE: **Rwys 7,25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

## DEMING, NM
DEMING MUNI
TAKE-OFF MINIMUMS: **Rwy 4,** NA.
DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8,** climbing left turn heading 214°; **Rwy 22,** climbing right turn heading 302°; **Rwy 26,** climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V110 on course.

## DENVER, CO
CENTENNIAL (APA)
AMDT 4 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ min. climb of 253' per NM to 6900. **Rwy 17R,** std. w/ min. climb of 370' per NM to 6900.
DEPARTURE PROCEDURE: **Rwy 10,** when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R,** climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ...**Rwy 28,** climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...**Rwy 35R,** climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...
... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.
NOTE: **Rwy 10,** terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L,** multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R,** terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/ 5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28,** terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L,** terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

## DENVER, CO (CON'T)

DENVER INTL (DEN)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8,** climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R,** climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 17L, 17R,** climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25,** climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26,** climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8,** multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L,** tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L,** multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R,** multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25,** multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L,** multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R,** multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L,** terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

## DENVER, CO (CON'T)

FRONT RANGE (FTG)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn,thence ... **Rwy 17,** climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 26,** climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 35,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26,** multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50'AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L,** 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2,** climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, thence ... **Rwys 11L, 11R,** climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence ...**Rwy 20,** climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, thence ...**Rwy 29R,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... **Rwy 29L,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, thence ...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2,** pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L,** terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14 ' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

## DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3,** trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

## EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

## ERIE, CO

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9,15,** turn right; **Rwys 27,33,** turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

## FARMINGTON, NM

FOUR CORNERS RGNL

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 6300 before turning left. **Rwy 23,** climb runway heading to 6500 before turning left.

## FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA-VFR runway.

DEPARTURE PROCEDURE: **Rwy 15,** climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...**Rwy 33,** climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...

...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33,** multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

## GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24,** 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left. **All aircraft** climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

## GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)
AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** NA-obstacles. **Rwy 22,** NA-obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE: **Rwys11, 29,** use MONUMENT DEPARTURE.

## GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to join V12 at or above 11000 before proceeding on course.

## GREELEY, CO

GREELEY-WELD COUNTY (GXY)
AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 16,** climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 27,** climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence...**Rwy 34,** climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern ( hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27,** tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34,** multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

## GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500. **Rwys 17, 35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

**All aircraft** continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

## HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28,** climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28,** for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10,** tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

## HOBBS, NM

LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8,** tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12,** road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17,** obstruction light on glideslope, 1014' from departure end of runway, 486' rightof centerline, 37' AGL/3687' MSL. **Rwy 21,** tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26,** road 253' from departure end of runway, across centerline, 15' AGL/ 3669' MSL. **Rwy 30,** wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35,** multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/ 3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/ 3682' MSL.

## HOLLOMAN AFB (KHMN),

ALAMOGORDO, NM . . . . . .ORIG, 08101

**Rwy 7,** NA
**Rwy 16,** 8000-3*
**Rwy 22,** 8000-3**
**Rwy 25,** 8000-3*
**Rwy 34,** 8000-3***
* Or standard with minimum climb of 510/NM to 14,100.
** Or standard with minimum climb of 470/NM to 14,100.
*** Or standard with minimum climb of 490/NM to 14,100.
**Rwy 16, 22, 25, 34,** RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22,** Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25,** Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

## HOLYOKE, CO

HOLYOKE

NOTE: **Rwy 14,** trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32,** trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

## KREMMLING, CO
MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9,** 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27,** 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 10000, then climbing right turn. **Rwy 27,** climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

## LA JUNTA, CO
LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 080°. **Rwy 12,** climb via heading 120°. **Rwy 26,** turn left heading 160°. **Rwy 30,** turn left heading 140°. **All aircraft,** intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

## LAMAR, CO
LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8,36,** turn left. **Rwy 18,** turn left/right. **Rwy 26,** turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

## LAS CRUCES, NM
LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8,** climbing right turn. **Rwy 12,** CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26,** climbing left turn. **Rwy 30,** climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

## LAS VEGAS, NM
LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20,** turn left (except via FTI R-215). **Rwy 32,** turn right.
Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

## LEADVILLE, CO
LAKE COUNTY (LXV)
AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use LOZUL (RNAV) DEPARTURE. **Rwy 34,** use DAVVY (RNAV) DEPARTURE.

## LONGMONT, CO
VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1 or std. with a min. climb of 250' per NM until passing 5400. **Rwy 29,** CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29,** turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

## LOS ALAMOS, NM
LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

## LOVINGTON, NM
LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 4700 before turning on course. **Rwy 12,** 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21,** 40' AGL tower 936' from departure end of runway 273' right of centerline. **Rwy 30,** 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

## MEEKER, CO
MEEKER (EEO)
AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21,** 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21,** for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21,** multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

## MONTE VISTA, CO
MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2,** climbing right turn. **Rwy 20,** climbing left turn. **All aircraft,** climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

## MONTROSE, CO
MONTROSE RGNL (MTJ)
AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

## NUCLA, CO

HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-environmental

DEPARTURE PROCEDURE: **Rwys 5, 23,** use NUCLA (RNAV) DEPARTURE.

## PAGOSA SPRINGS , CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

**Rwy 19,** climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... .

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1,** terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19,** multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

## PUEBLO, CO

PUEBLO MEMORIAL (PUB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L,** climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R,** climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 17,** climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R,** climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35,** climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R,** rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL. **Rwy 26L,** rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R,** rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35,** rising terrain 2' from DER, 7'left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

## RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

## RIFLE, CO

GARFIELD COUNTY RGNL (RIL)
AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26,** use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8,** transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

## ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30,** climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35,** climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

## RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight . *Do not exceed 230 kts in holding pattern.

## SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24,** Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

## SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33,** Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28,** turn left; **Rwy 15,** climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

## SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10,** std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28,** std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28,** for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

## SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3,8,12,17,21,26,30,35,** std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3,8,12,17,21,26,30, 35,** for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3,** crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8,** pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12,** pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17,** pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21,** multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

## SOCORRO, NM

SOCORRO MUNI (ONM)
AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,15,24,** NA-terrain. **Rwy 33,** 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33,** trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/ 4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

## SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 4900-3 or std. w/ a min. climb of 225' per NM to 5000.

NOTE: **Rwy 17,** tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

## STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14,** 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32,** 1900-3 or std. with a min. climb of 500' per NM to 9000.

DEPARTURE PROCEDURE: **Rwy 14,** turn right heading 220°, intercept BQZ R-172. **Rwy 32,** turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

## STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3,30,33**, turn left. **Rwys 12,15,21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

## TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

## TELLURIDE, CO

TELLURIDE RGNL (TEX)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.

NOTE: **Rwy 27,** trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

## TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9,27,** NA

DEPARTURE PROCEDURE: **Rwy 3,** turn left. **Rwy 21,** turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.

NOTE: **Rwy 3,** tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

## TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31,** turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

## TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21,** climb heading 213° to 5500 before proceeding on course. **Rwy 26,** climb heading 258° to 5500 before proceeding on course.

## WALDEN, CO

WALDEN-JACKSON COUNTY (33V)
ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22,** Use WALRU RNAV DEPARTURE.

## WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35,** climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35,** trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

## ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 109° | TDZE | 4714 |
| | Apt Elev | 4714 |

# RNAV (GPS) RWY 11

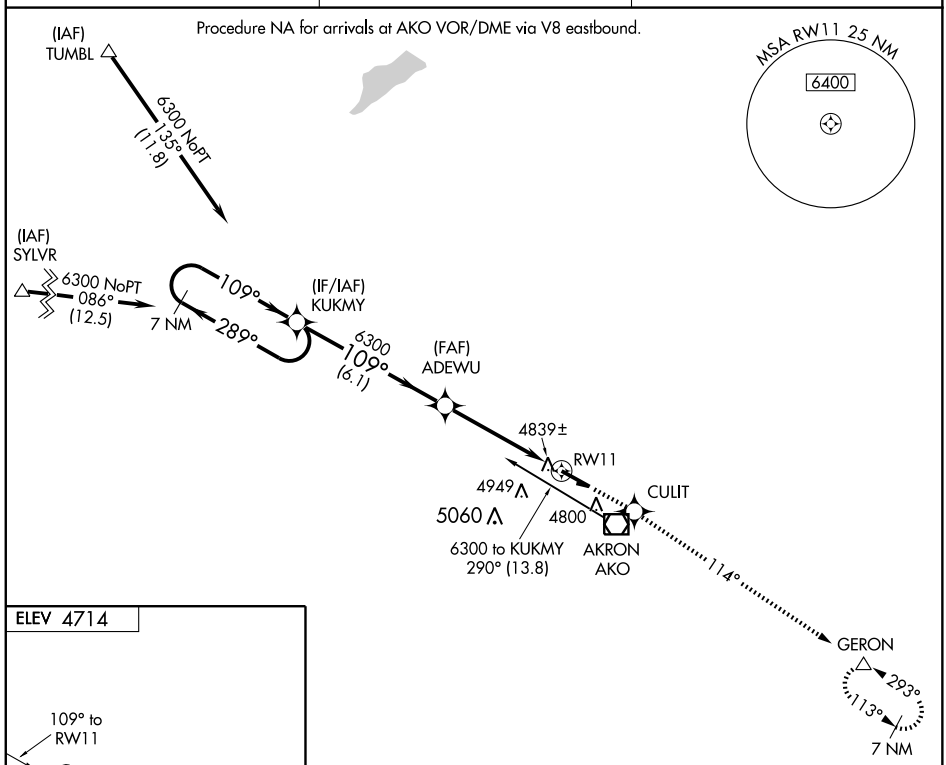
## AKRON/ COLORADO PLAINS RGNL (AKO)

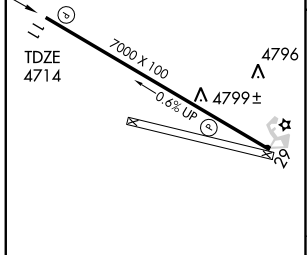
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility ½ mile and circling Cat C and D visibility ½ mile.
VDP NA with Sterling altimeter setting. Straight-in minimums NA at night.

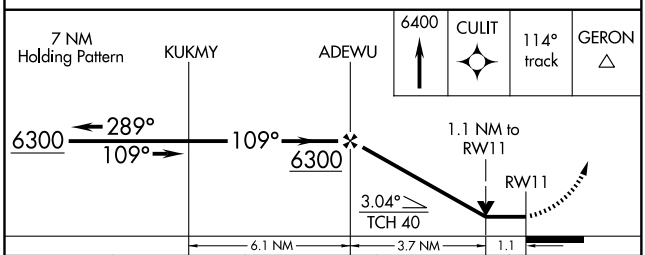
MISSED APPROACH: Climb to 6400 direct CULIT and via 114° track to GERON and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.95 317.55 | 122.8 (CTAF) L |

Procedure NA for arrivals at AKO VOR/DME via V8 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5100-1 386 (400-1) | | | 5100-1¼ 386 (400-1¼) |
| CIRCLING | 5180-1 466 (500-1) | | 5180-1½ 466 (500-1½) | 5280-2 566 (600-2) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 03 JUN 2010 to 01 JUL 2010

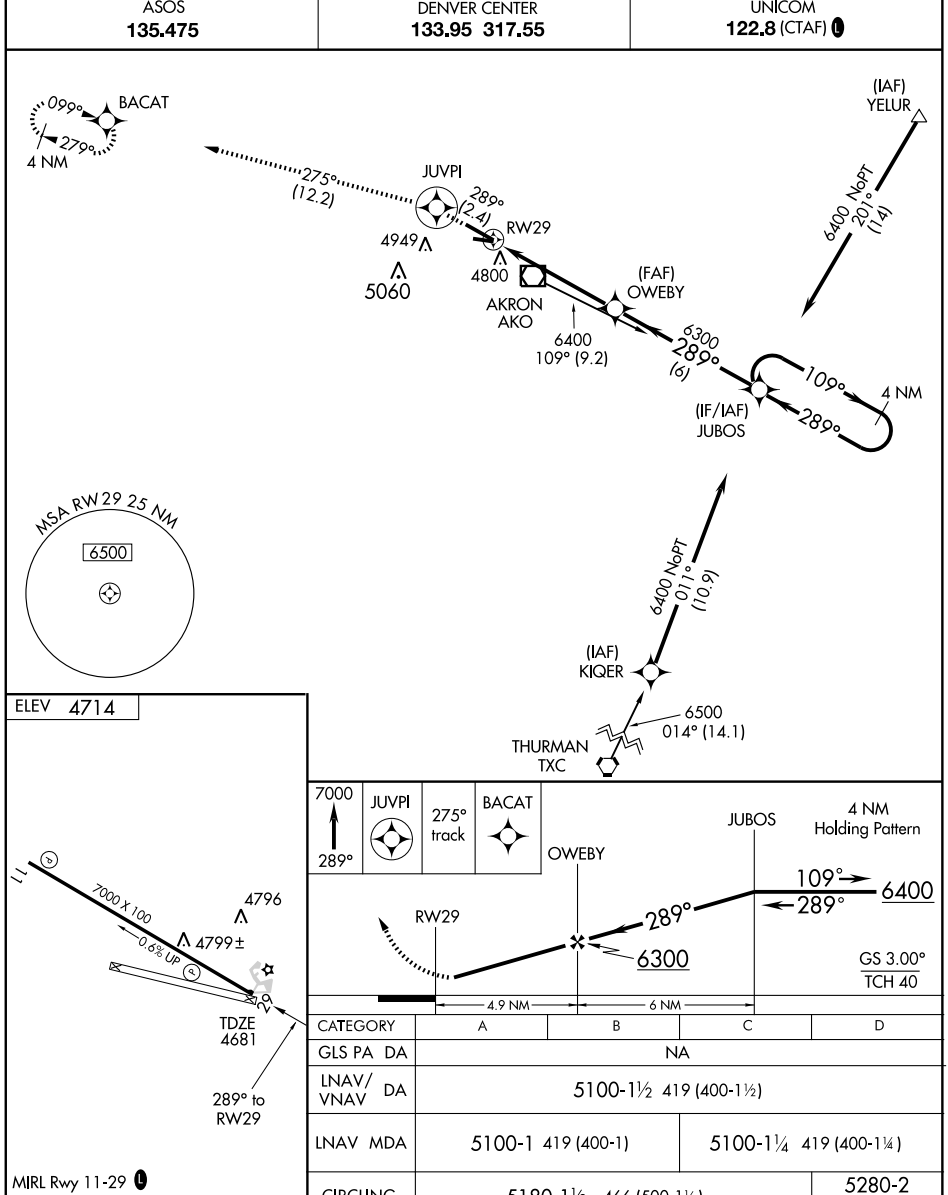
| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 289° | TDZE | 4681 |
| | Apt Elev | 4714 |

# RNAV (GPS) RWY 29
## AKRON/ COLORADO PLAINS RGNL (AKO)

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -24°C (-11°F).

MISSED APPROACH: Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.95 317.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 5100-1½ 419 (400-1½) | | | |
| LNAV MDA | 5100-1 419 (400-1) | | 5100-1¼ 419 (400-1¼) | |
| CIRCLING | 5180-1½ 466 (500-1½) | | | 5280-2 566 (600-2) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 03 JUN 2010 to 01 JUL 2010

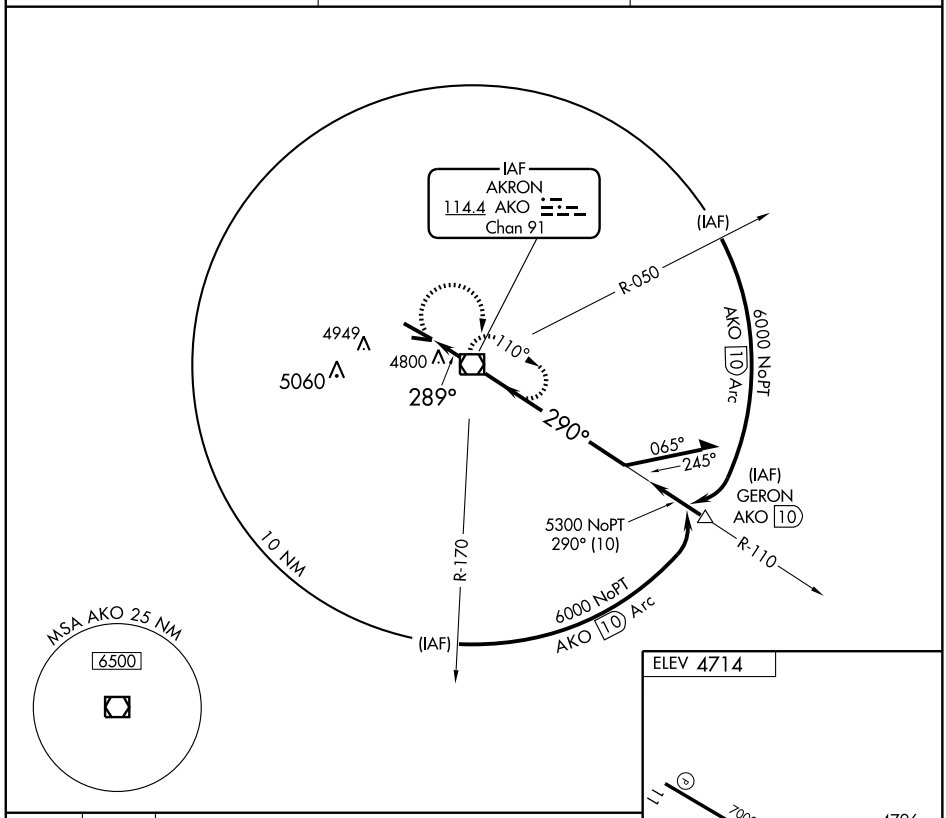
| VOR/DME AKO | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 114.4 | 289° | TDZE | 4681 |
| Chan 91 | | Apt Elev | 4714 |

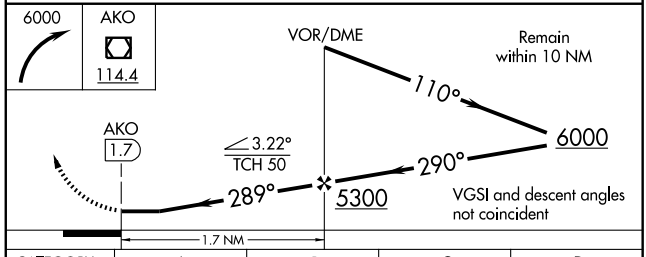
# VOR RWY 29

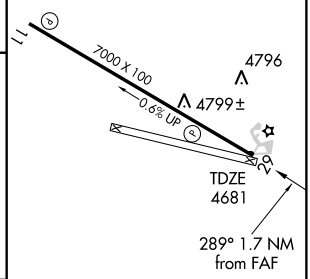
## AKRON/ COLORADO PLAINS RGNL (AKO)

MISSED APPROACH: Climbing right turn to 6000 direct AKO VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.95 317.55 | 122.8 (CTAF) L |




MIRL Rwy 11-29 L
REIL Rwys 11 and 29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 5120-1 439 (500-1) | | 5120-1¼ 439 (500-1¼) | 5120-1½ 439 (500-1½) |
| CIRCLING | 5160-1 446 (500-1) | 5180-1 466 (500-1) | 5300-1½ 586 (600-1½) | 5300-2 586 (600-2) |

| FAF to MAP 1.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:42 | 1:08 | 0:51 | 0:41 | 0:34 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC I-VQR | APP CRS | Rwy ldg | 8519 |
|---|---|---|---|
| 111.9 | 023° | TDZE | 7539 |
| | | Apt Elev | 7539 |

# ILS or LOC RWY 2

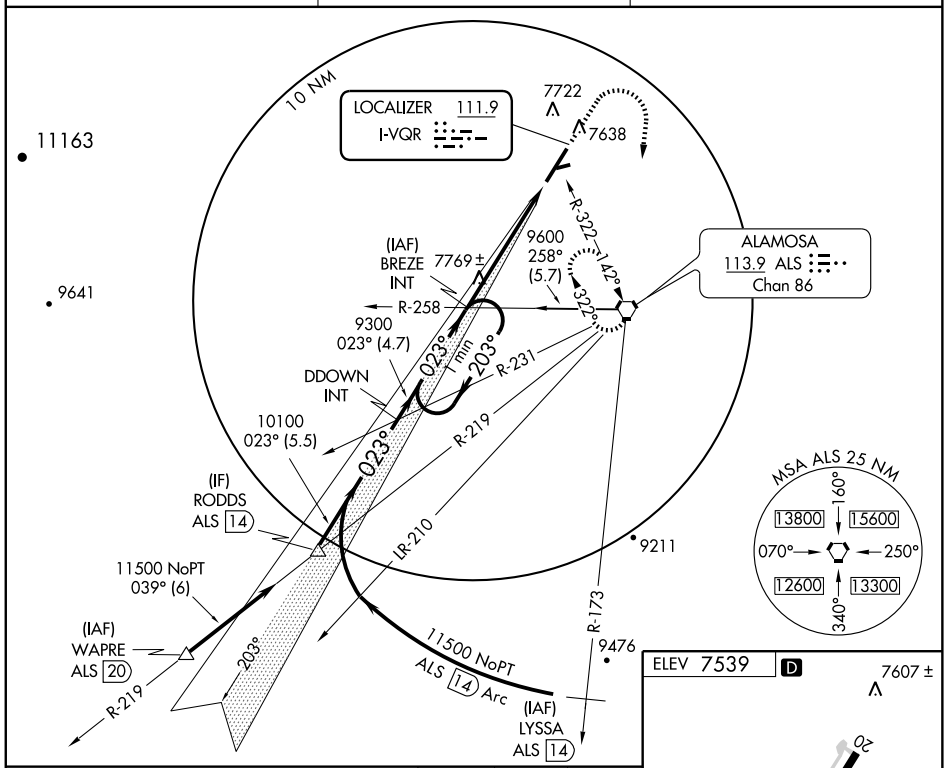
## ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

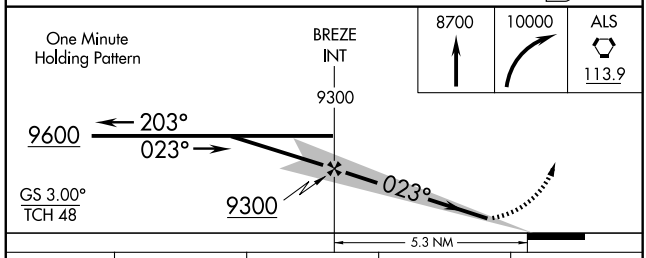
When local altimeter setting not received, procedure NA.

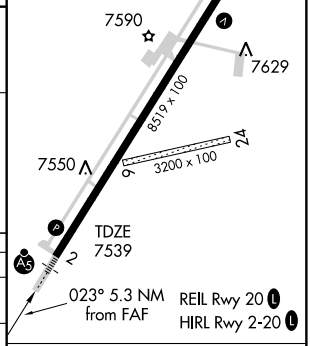
MALSR

MISSED APPROACH: Climb to 8700, then climbing right turn to 10000 direct ALS VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 7739-½ 200 (200-½) | | | |
| S-LOC 2 | 8020-½ 481 (500-½) | | 8020-¾ 481 (500-¾) | 8020-1 481 (500-1) |
| CIRCLING | 8040-1 501 (600-1) | | 8040-1½ 501 (600-1½) | 8100-2 561 (600-2) |

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 90410 W02A | APP CRS 023° | Rwy ldg 8519<br>TDZE 7539<br>Apt Elev 7539 |
|---|---|---|

# RNAV (GPS) RWY 2

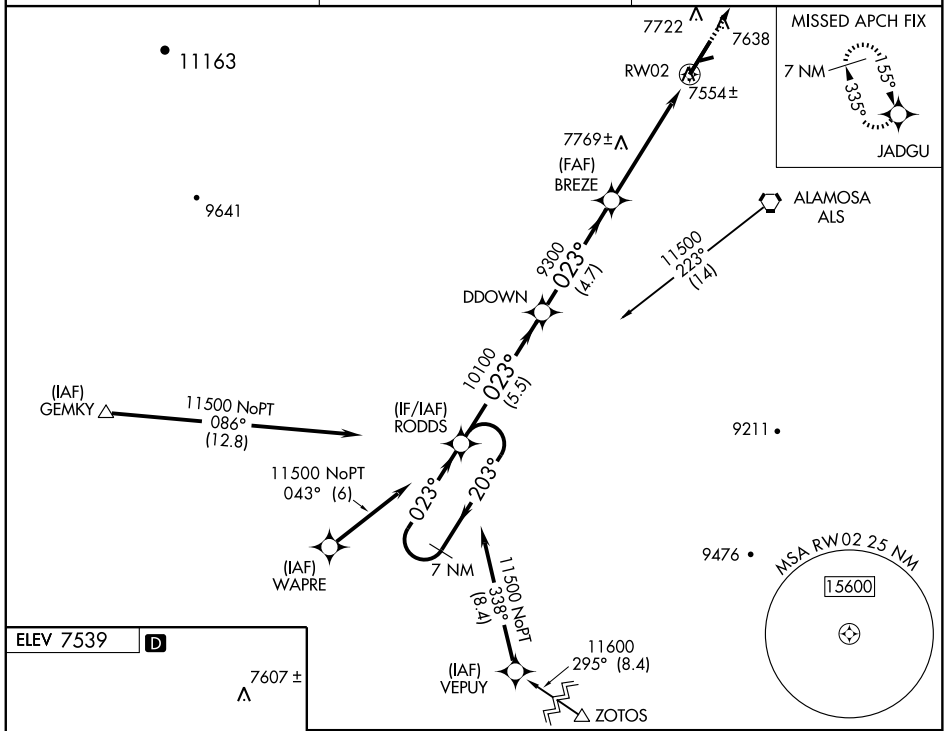
## ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

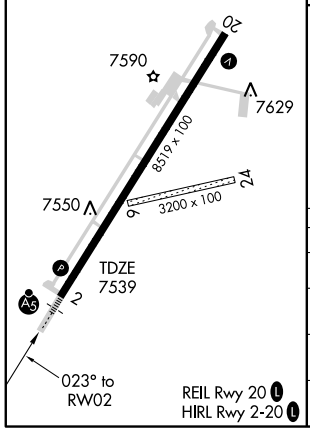
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

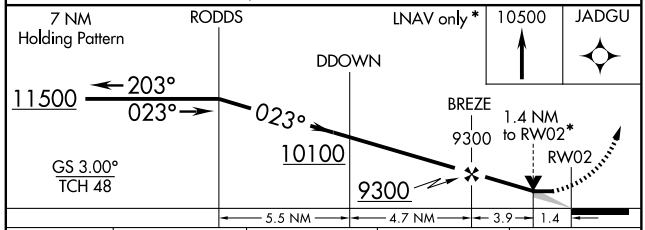
MALSR

MISSED APPROACH: Climb to 10500 direct JADGU and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7739-½ 200 (300-½) | | | |
| LNAV/VNAV DA | 7804-½ 265 (300-½) | | | 7804-¾ 265 (300-¾) |
| LNAV MDA | 8020-½ 481 (500-½) | | 8020-¾ 481 (500-¾) | 8020-1 481 (500-1) |
| CIRCLING | 8040-1 501 (600-1) | | 8040-1½ 501 (600-1½) | 8100-2 561 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 93500 W20A | APP CRS 203° | Rwy ldg 8519<br>TDZE 7539<br>Apt Elev 7539 |
|---|---|---|

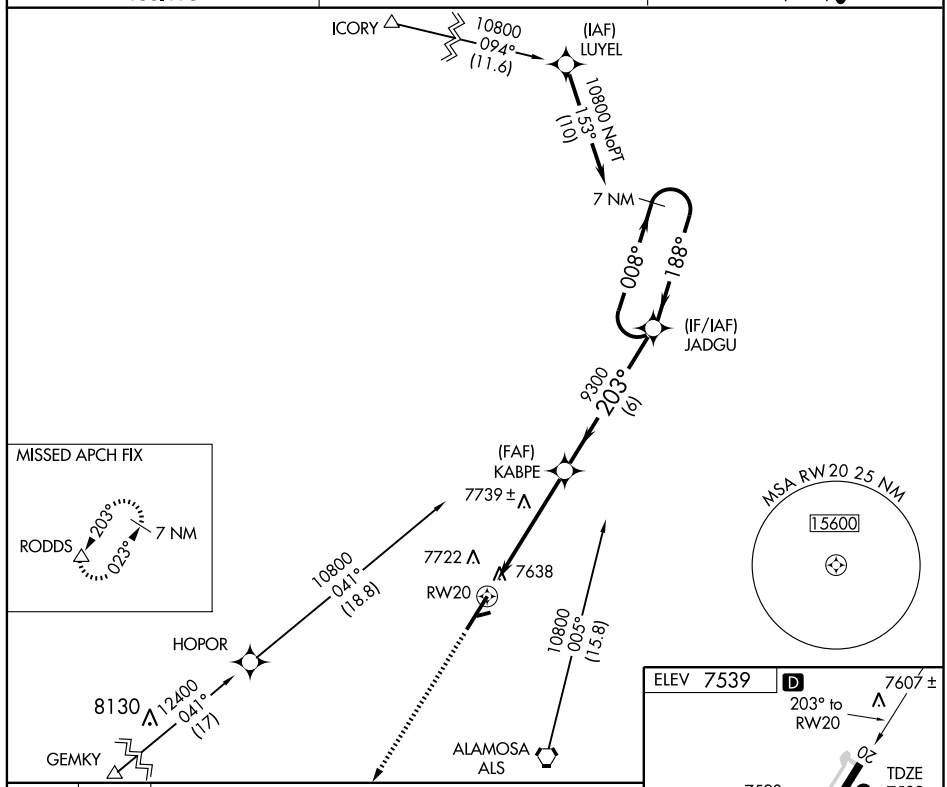
# RNAV (GPS) RWY 20

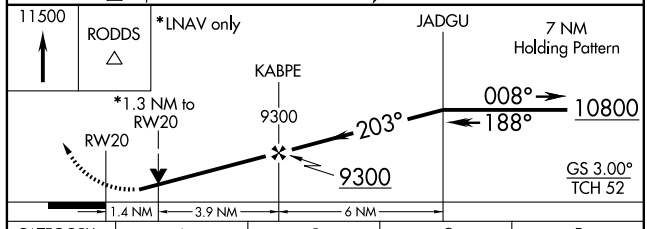
## ALAMOSA/ SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

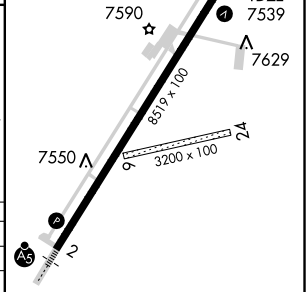
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500 direct RODDS and hold, continue climb-in-hold to 11500.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7867-1 328 (400-1) | | | |
| LNAV/VNAV DA | 8002-1½ 463 (500-1½) | | | |
| LNAV MDA | 8000-1 461 (500-1) | | 8000-1¼ 461 (500-1¼) | 8000-1½ 461 (500-1½) |
| CIRCLING | 8040-1 501 (600-1) | | 8040-1½ 501 (600-1½) | 8100-2 561 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

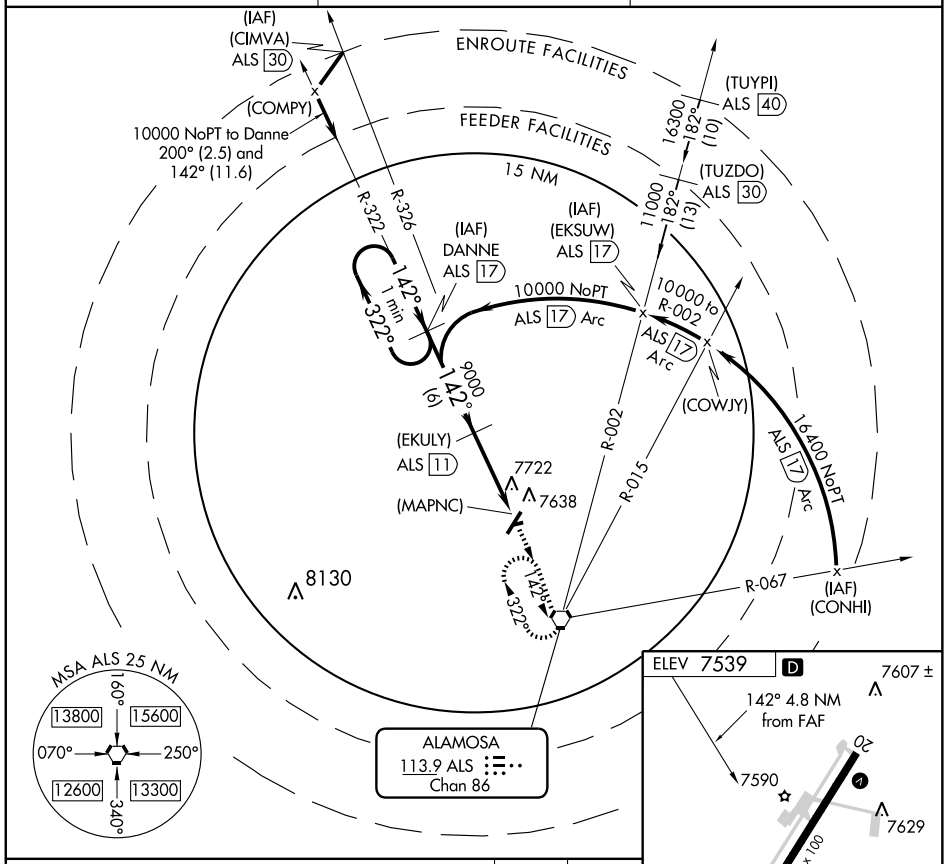
| VORTAC ALS | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.9 | 142° | TDZE | N/A |
| Chan 86 | | Apt Elev | 7539 |

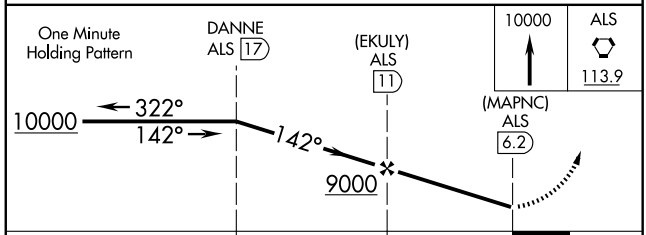
# VOR/DME or GPS-B

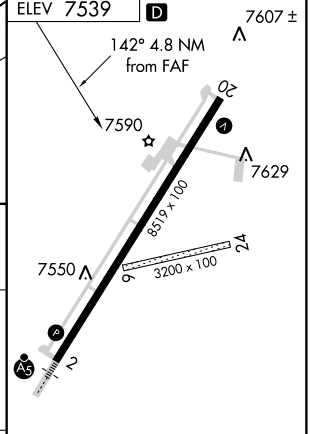
## ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climb to 10000 direct ALS VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8020-1 485 (500-1) | | 8020-1½ 485 (500-1½) | 8100-2 565 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

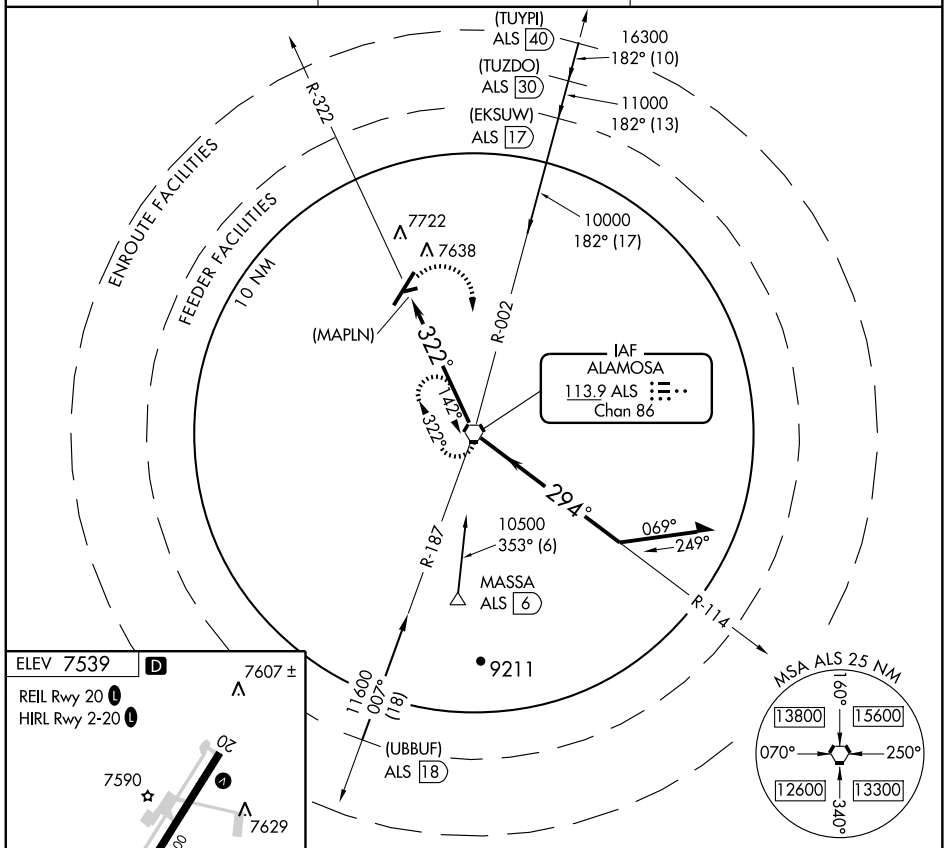
| VORTAC ALS 113.9 Chan 86 | APP CRS 322° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 7539 |
|---|---|---|

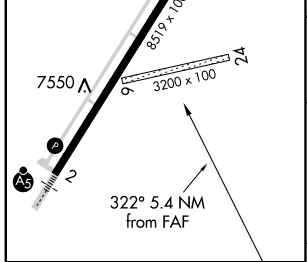
# VOR or GPS-A

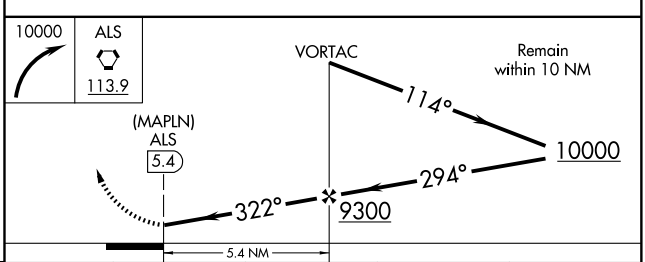
## ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climbing right turn to 10000 direct ALS VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8020-1 485 (500-1) | | 8020-1½ 485 (500-1½) | 8100-2 565 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

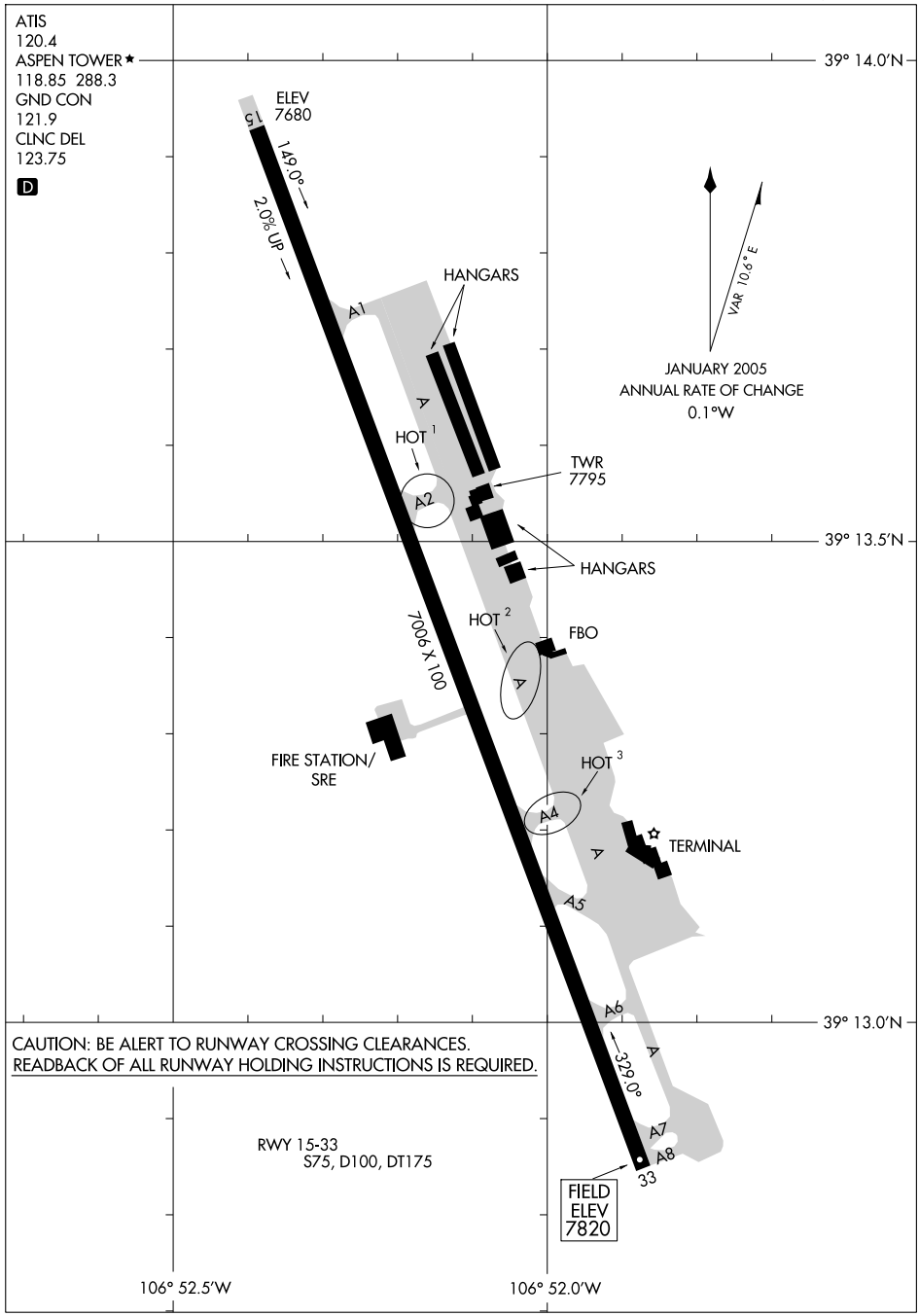
10098

# AIRPORT DIAGRAM

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ASPEN, COLORADO



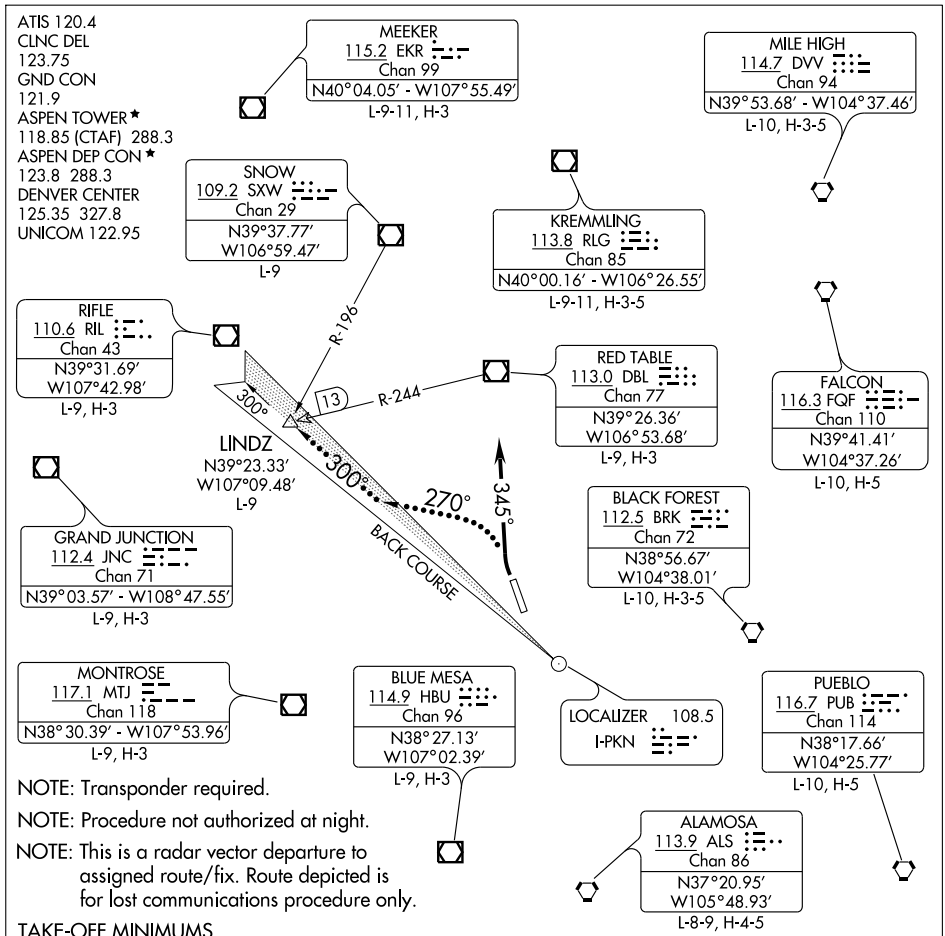

SW-1, 03 JUN 2010 to 01 JUL 2010

# ASPEN THREE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS 120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 (CTAF) 288.3
ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
125.35 327.8
UNICOM 122.95




NOTE: Transponder required.

NOTE: Procedure not authorized at night.

NOTE: This is a radar vector departure to assigned route/fix. Route depicted is for lost communications procedure only.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum obstacle climb of 650′ per NM to 13000, ATC climb of 840′ per NM to 16000.

RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Terrain, trees and bushes beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

## DEPARTURE ROUTE DESCRIPTION

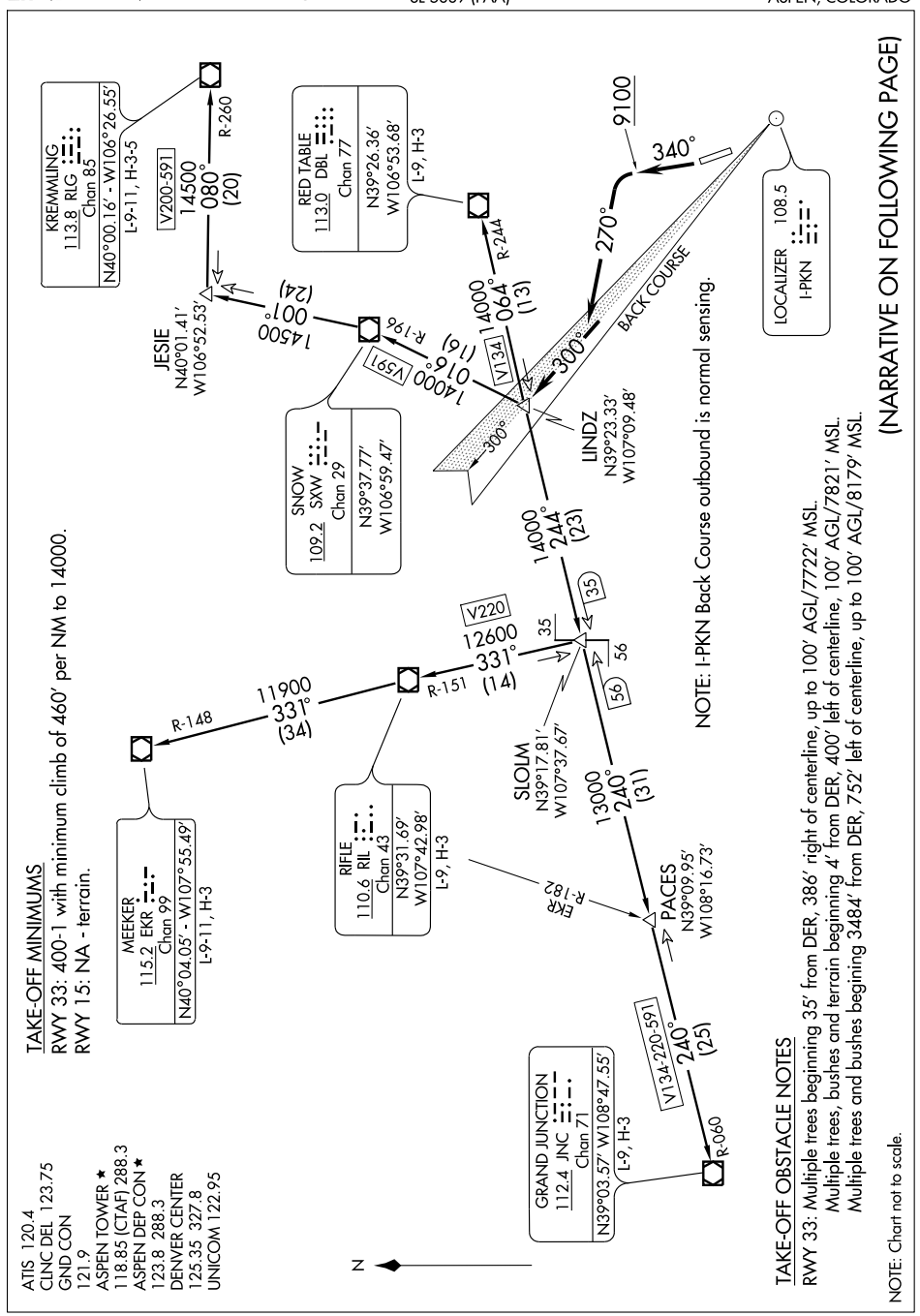
TAKE-OFF RUNWAY 33: Climbing right turn heading 345°, maintain 16000 or assigned altitude for radar vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

# LINDZ FIVE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270° to intercept I-PKN NW course outbound to LINDZ INT/ DBL 13 DME. Then via assigned transition. Maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ5.JNC): From over LINDZ INT via DBL R-244 and JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ5.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME; then via SXW R-001 and RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ5.EKR): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME; then via RIL R-331 and EKR R-148 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ5.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ5.RIL): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME.

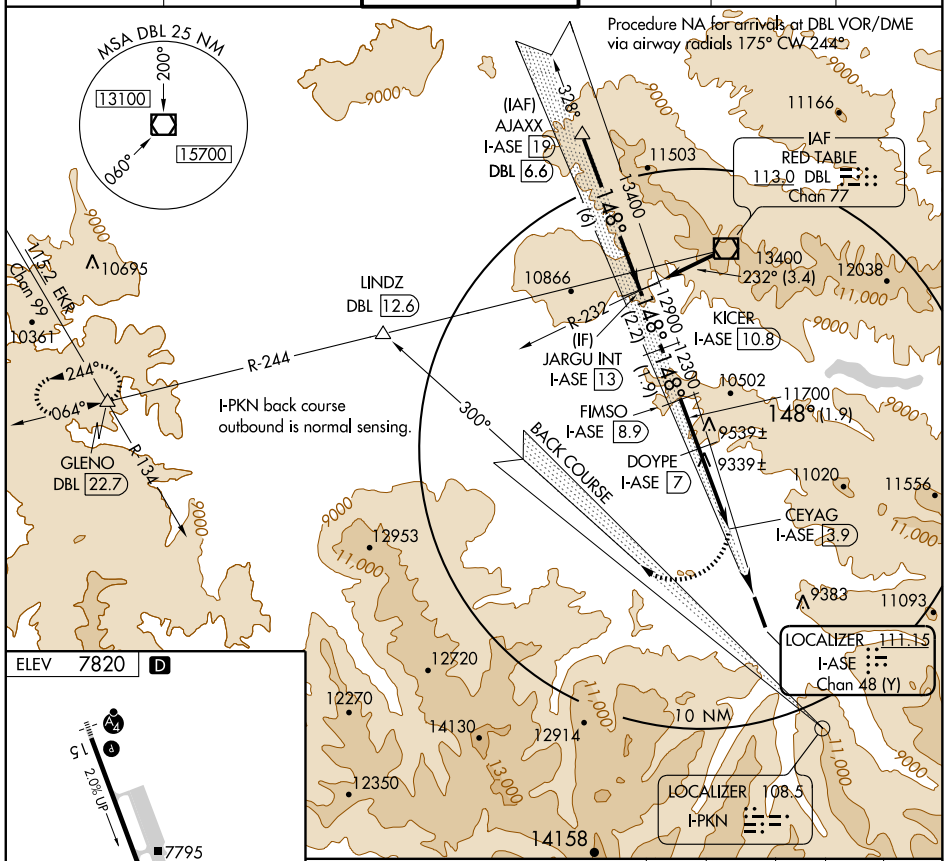
| LOC/DME I-ASE 111.15 Chan 48 (Y) | APP CRS 148° | Rwy ldg N/A TDZE N/A Apt Elev 7820 |
|---|---|---|

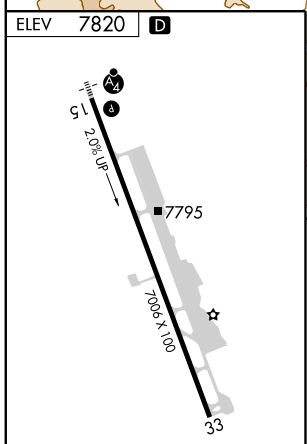
# LOC/DME-E
## ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

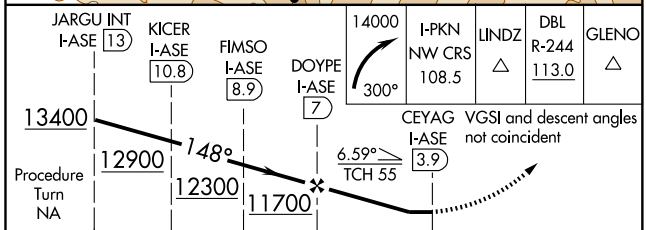
NA — Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 14000 via heading 300° and I-PKN northwest course (300°) to LINDZ INT/DBL 12.6 DME and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

| ATIS | ASPEN APP CON ★ | ASPEN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.4 | 123.8 288.3 | 118.85 (CTAF) L 288.3 | 121.9 | 123.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9840-3 2020 (2100-3) | 10020-3 2200 (2200-3) | 10140-3 2320 (2400-3) | NA |

REIL Rwy 33 L
MIRL Rwy 15-33

SW-1, 03 JUN 2010 to 01 JUL 2010

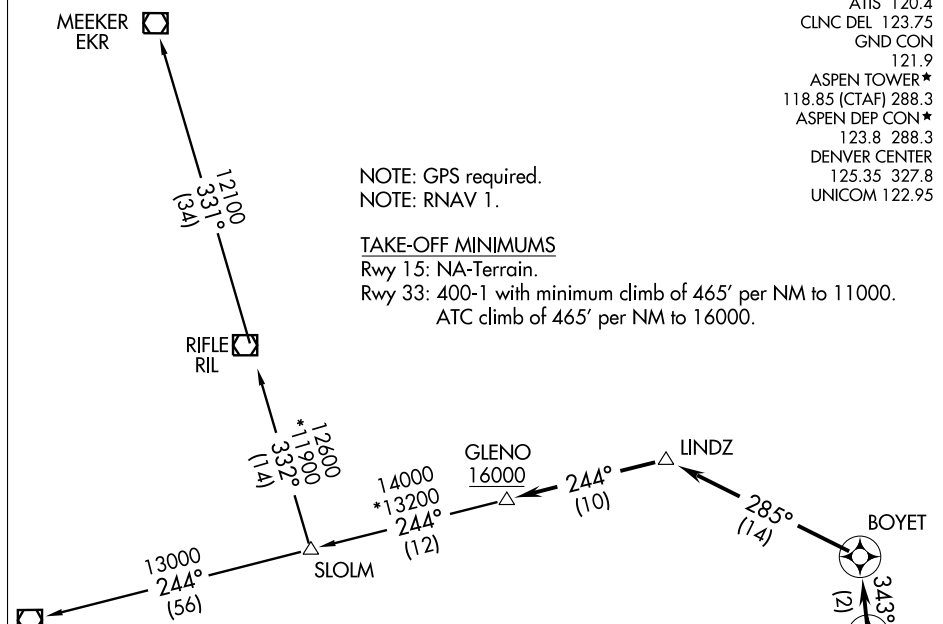
# PITKN ONE DEPARTURE (RNAV)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS 120.4
CLNC DEL 123.75
GND CON 121.9
ASPEN TOWER★ 118.85 (CTAF) 288.3
ASPEN DEP CON★ 123.8 288.3
DENVER CENTER 125.35 327.8
UNICOM 122.95

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS
Rwy 15: NA-Terrain.
Rwy 33: 400-1 with minimum climb of 465′ per NM to 11000.
ATC climb of 465′ per NM to 16000.




TAKE-OFF OBSTACLE NOTES
Rwy 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes, and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes beginning 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb to 16000 direct ADINY, and via 343° track to BOYET, and via 285° track to LINDZ, and via 244° track to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

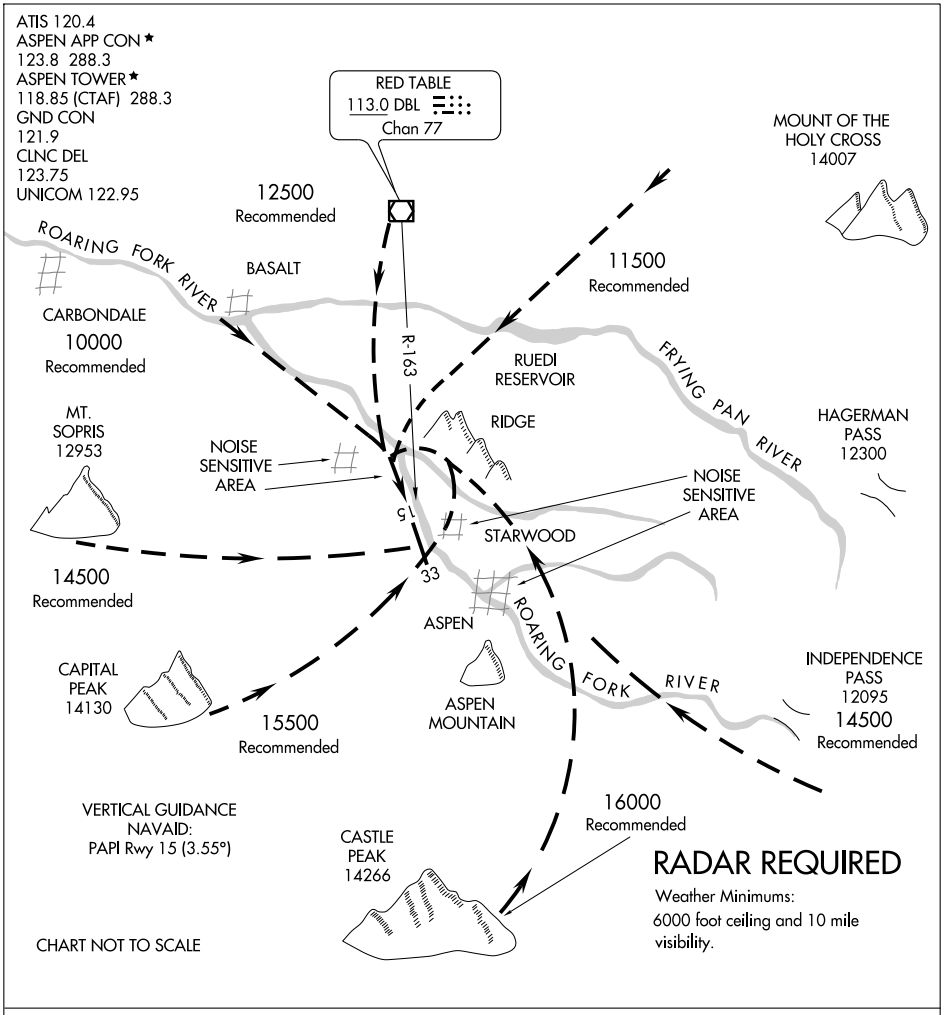
GRAND JUNCTION TRANSITION (PITKN1.JNC)

MEEKER TRANSITION (PITKN1.EKR)

RIFLE TRANSITION (PITKN1.RIL)

# ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

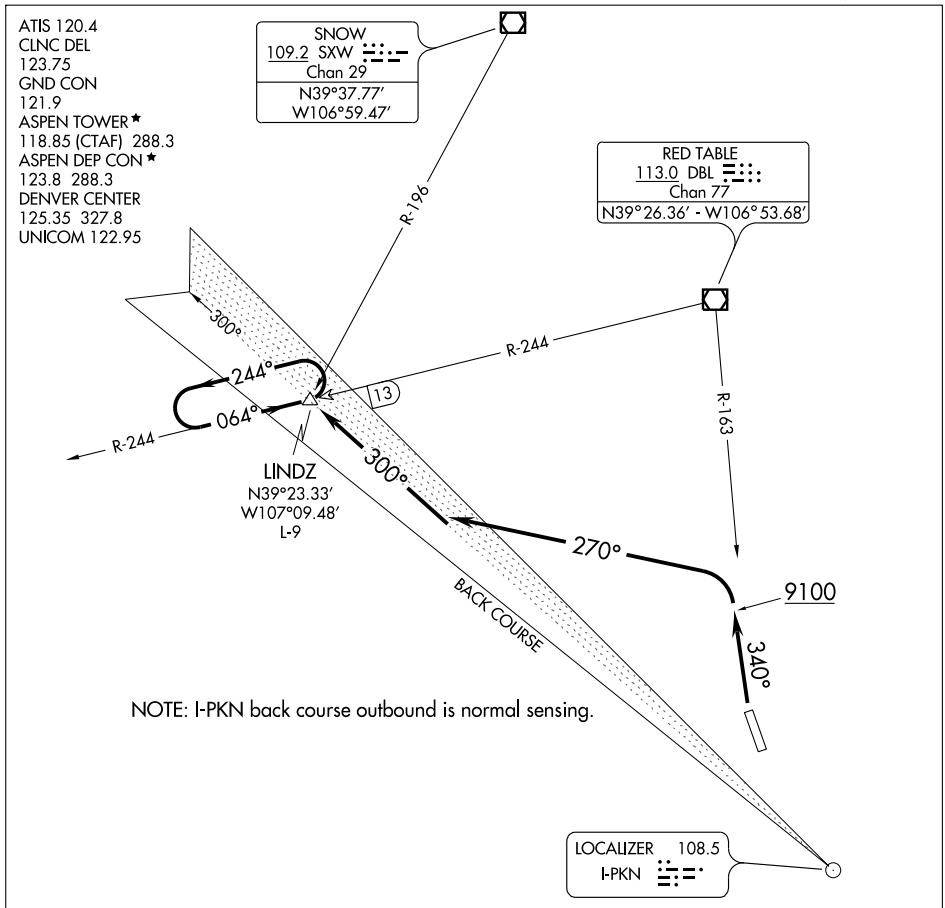



## ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

# SARDD ONE DEPARTURE (OBSTACLE)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO




NOTE: I-PKN back course outbound is normal sensing.

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460′ per NM to 14000 or 4300-3 for climb in visual conditions.
RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270°, to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding enroute, or for climb in visual conditions: cross Aspen Airport northbound at or above 11900 then via DBL R-163 to DBL VOR/DME.

| VOR/DME DBL 113.0 Chan 77 | APP CRS 164° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 7820 |
|---|---|---|

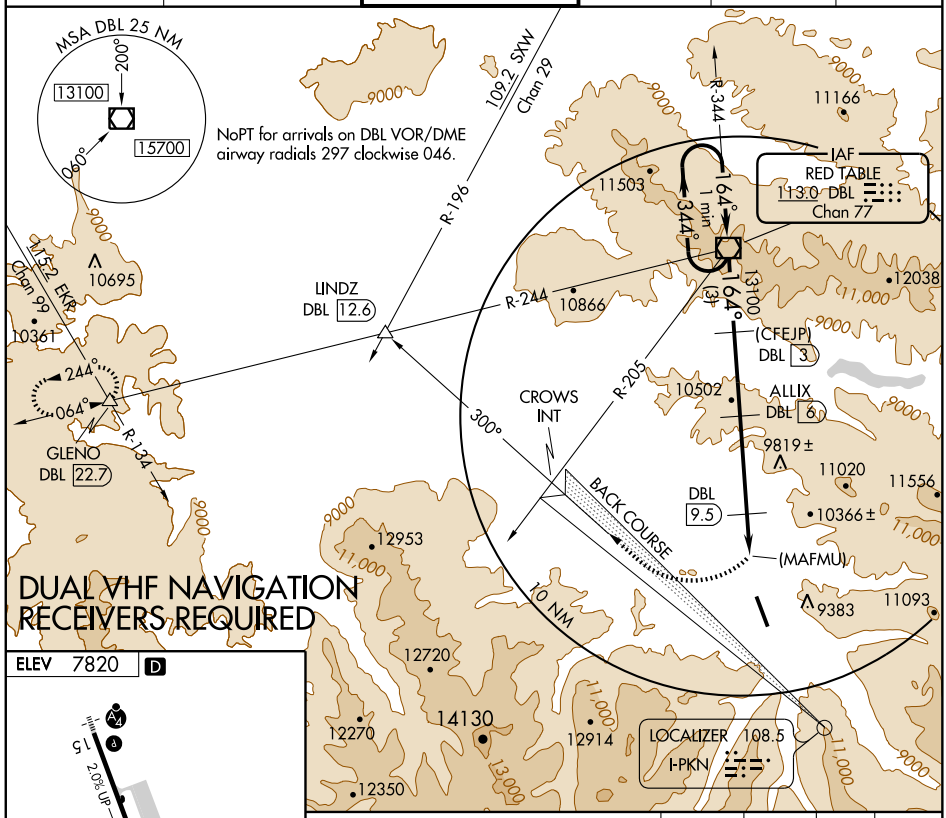
# VOR/DME or GPS-C

## ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

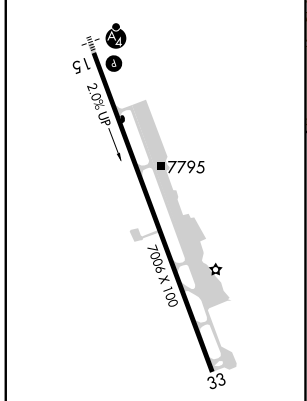
T NA Obtain local altimeter setting on CTAF. When not received, procedure not authorized. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO Int/DBL 22.7 DME and hold.

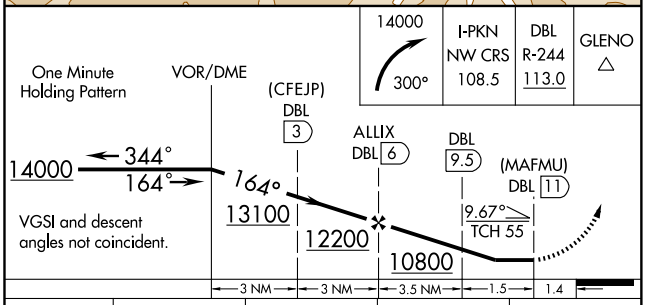
| ATIS | ASPEN APP CON ★ | ASPEN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.4 | 123.8 288.3 | 118.85 (CTAF) L 288.3 | 121.9 | 123.75 | 122.95 |




ELEV 7820 D

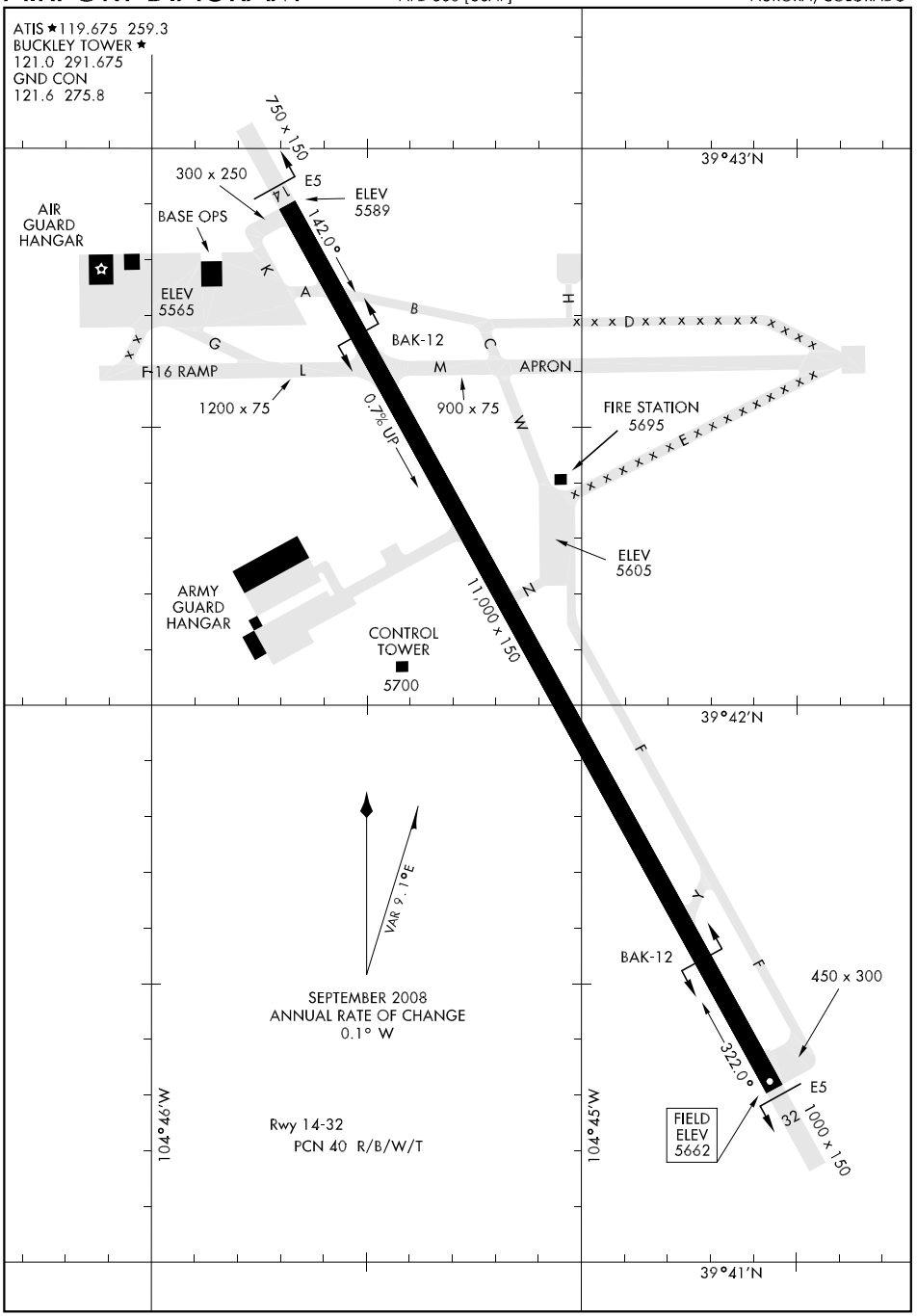



REIL Rwy 33 L
MIRL Rwy 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 10200-2 2380 (2400-2) | | 10200-3 2380 (2400-3) | NA |

SW-1, 03 JUN 2010 to 01 JUL 2010

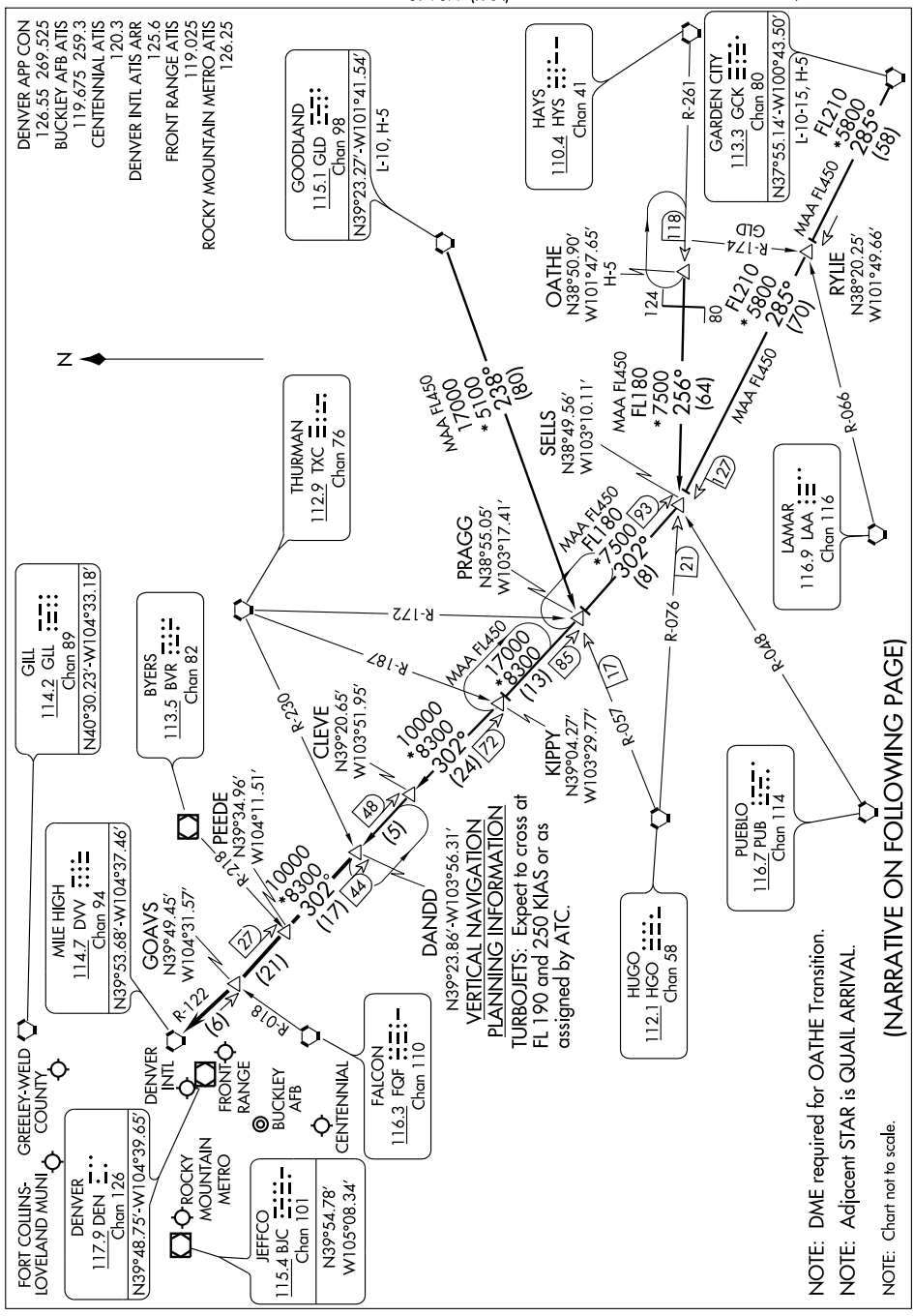



SW-1. 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

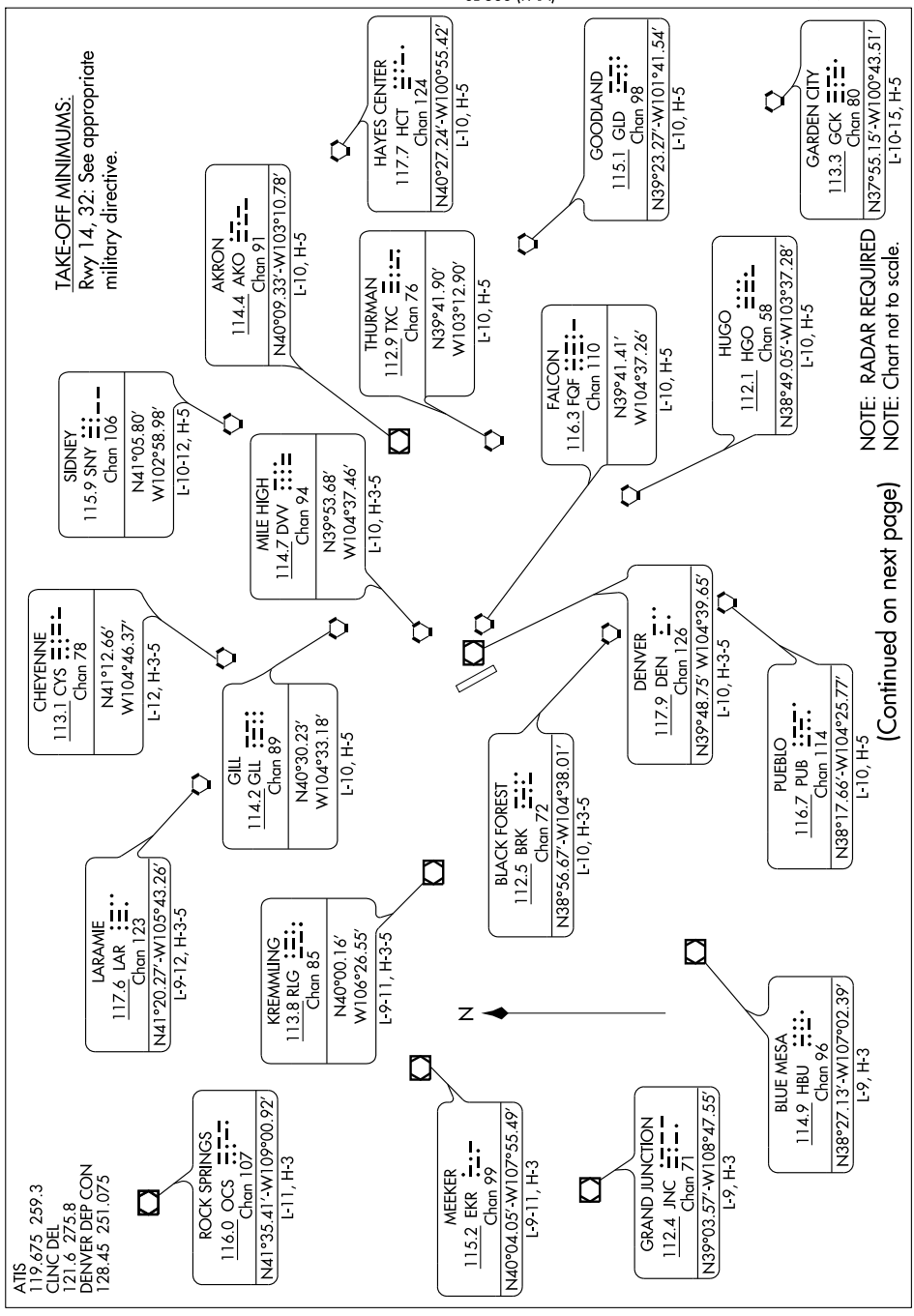
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO




(Continued on next page)

# DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

SW-1. 03 JUN 2010 to 01 JUL 2010

# HI-ILS RWY 32

| LOC I-BKF 109.7 | APCH CRS ILS 320° | Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662 |
|---|---|---|

JAL-538 [USAF]

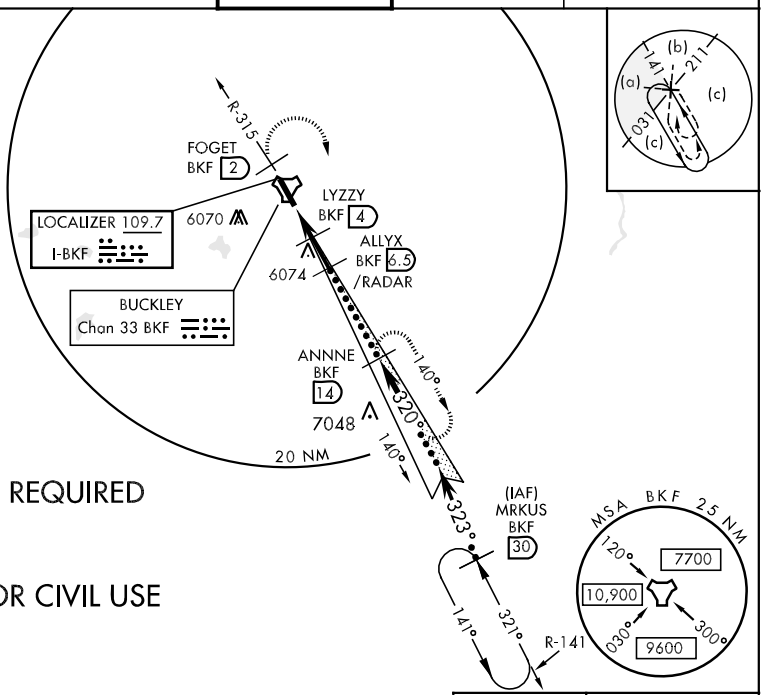
BUCKLEY AFB (BKF)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME),then climbing right turn to ANNNE (BKF R-140/14 DME) and hold.

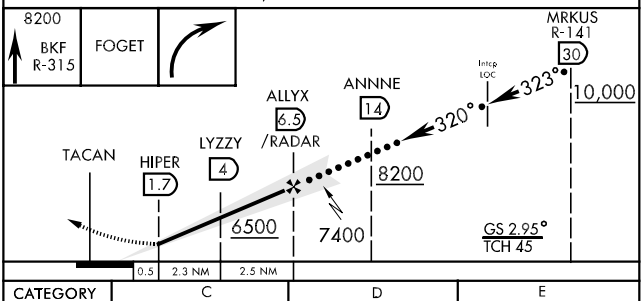
| ATIS ★ | DENVER APP CON | BUCKLEY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

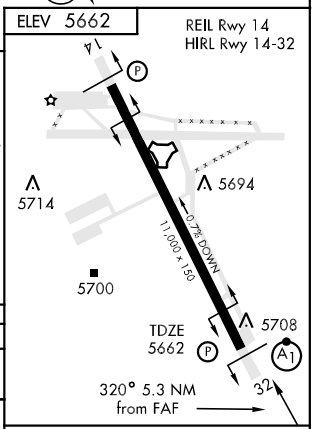



RADAR REQUIRED

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 32 * | 5862/24 | 200 | (200-½) |
| S-LOC 32 ** | 6280/60<br>618 (700-1¼) | 6280-1½<br>618 (700-1½) | 6280-1¾<br>618 (700-1¾) |
| CIRCLING | 6280-1¾<br>618 (700-1¾) | 6300-2<br>638 (700-2) | 6500-3<br>838 (900-3) |

LOC FAF to MAP 4.8 NM

| Knots | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:24 | 1:55 | 1:36 | 1:26 |

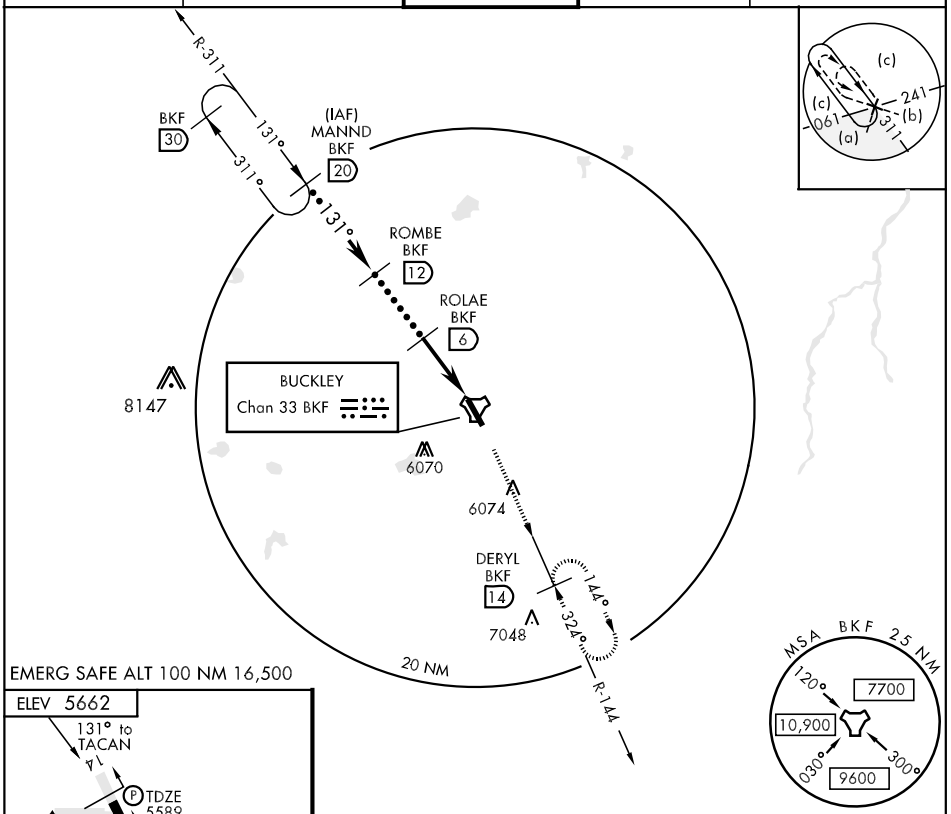
SW-1, 03 JUN 2010 to 01 JUL 2010

# HI-TACAN RWY 14

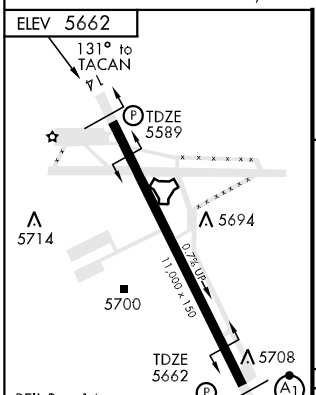
| TACAN BKF Chan 33 | APCH CRS 131° | Rwy ldg 11,000 TDZE 5589 Arpt Elev 5662 | JAL-538 [USAF] | BUCKLEY AFB (BKF) |
|---|---|---|---|---|

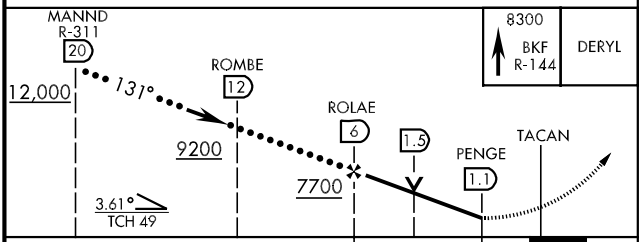
MISSED APPROACH: Climb to 8300 out R-144 to DERYL (BKF R-144/14 DME) and hold.

| ATIS ★ | DENVER APP CON | BUCKLEY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |




EMERG SAFE ALT 100 NM 16,500




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 90 | 120 | 150 | 180 | 200 |
| Min:Sec | 3:12 | 2:24 | 1:55 | 1:36 | 1:26 |

| CATEGORY | C | D | E |
|---|---|---|---|
| S-14 | 5980-1<br>318 (400-1) | 5980-1¼<br>318 (400-1¼) | 5980-1½<br>318 (400-1½) |
| CIRCLING | 6220-1½<br>558 (600-1½) | 6300-2<br>638 (700-2) | 6500-3<br>838 (900-3) |

# HI-TACAN RWY 32

| TACAN BKF Chan 33 | APCH CRS 324° | Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662 |
|---|---|---|

JAL-538 [USAF]

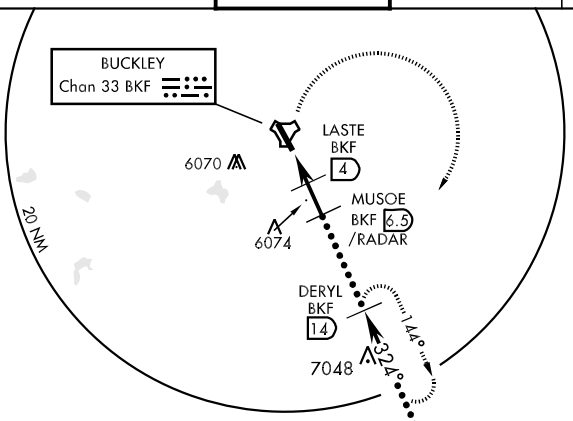
BUCKLEY AFB (KBKF)

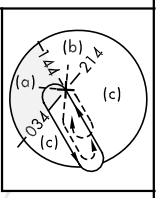
* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

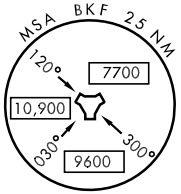
| ATIS * | DENVER APP CON | BUCKLEY TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

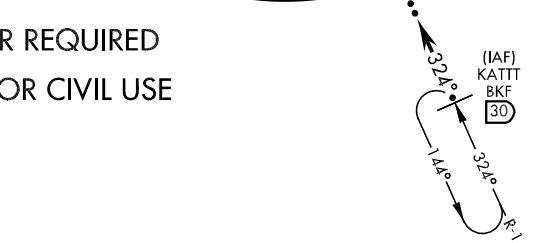


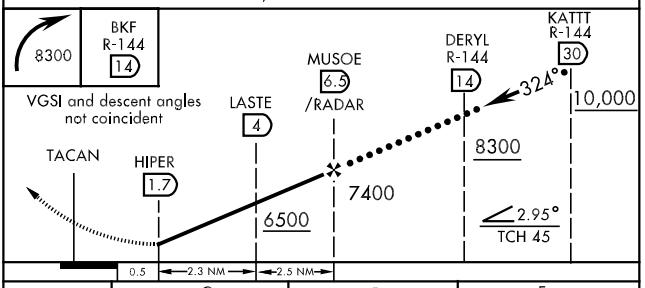

RADAR REQUIRED

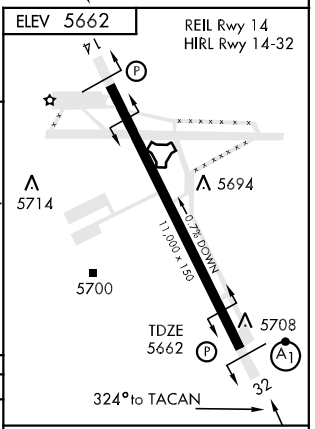
NOT FOR CIVIL USE




EMERG SAFE ALT 100 NM 16,500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-32 * | 6280/60<br>618 (700-1¼) | 6280-1½<br>618 (700-1½) | 6280-1¾<br>618 (700-1¾) |
| CIRCLING | 6280-1 ¾<br>618 (700-1¾ ) | 6300-2<br>638 (700-2) | 6500-3<br>838 (900-3) |

LOC FAF to MAP 4.8 NM

| Knots | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:24 | 1:55 | 1:36 | 1:26 |

# ILS RWY 32

| LOC I-BKF 109.7 | APCH CRS ILS 320° | Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662 | AL-538 [USAF] | BUCKLEY AFB (BKF) |
|---|---|---|---|---|

T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, and CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME) then climbing right turn to BKF R-140/14 DME (ANNNE) and hold.

| ATIS * | DENVER APP CON | BUCKLEY TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

NOT FOR CIVIL USE

RADAR REQUIRED

BUCKLEY Chan 33 BKF

LOCALIZER 109.7 I-BKF

R-315 FOGET BKF 2

6070 LYZZY BKF 4 6074 ALLYX BKF 6.5 /RADAR

6236

320° 140° 10 NM

(IAF) ANNNE BKF 14 140° 320°

7048 R-140

MSA BKF 25 NM 120° 7700 10,900 030° 300° 9600

EMERG SAFE ALT 100 NM 16,500

8200 BKF R-315 FOGET

ANNNE R-140 14 320° 140° 8200

ALLYX 6.5 /RADAR 320° 7400

LYZZY 4 6500

HIPER 1.7

TACAN

GS 2.95° TCH 45

0.5 2.3 NM 2.5 NM

ELEV 5662

5714 5694 5700 5708

0.7% DOWN 11,000 x 150

TDZE 5662 32

HIRL Rwy 14-32 REIL Rwy 14

320° 5.3 NM from FAF

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 * | 5862/24 200 (200-½) | | | | |
| S-LOC 32 ** | 6280/24 618 (700-½) | | 6280/60 618(700-1¼) | 6280-1½ 618(700-1½) | 6280-1¾ 618(700-1¾) |
| CIRCLING | 6280-1 618 (700-1) | | 6280-1¾ 618(700-1¾) | 6300-2 638(700-2) | 6500-3 838 (900-3) |

LOC FAF to MAP 4.8 NM

| Knots | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:24 | 1:55 | 1:36 | 1:26 |

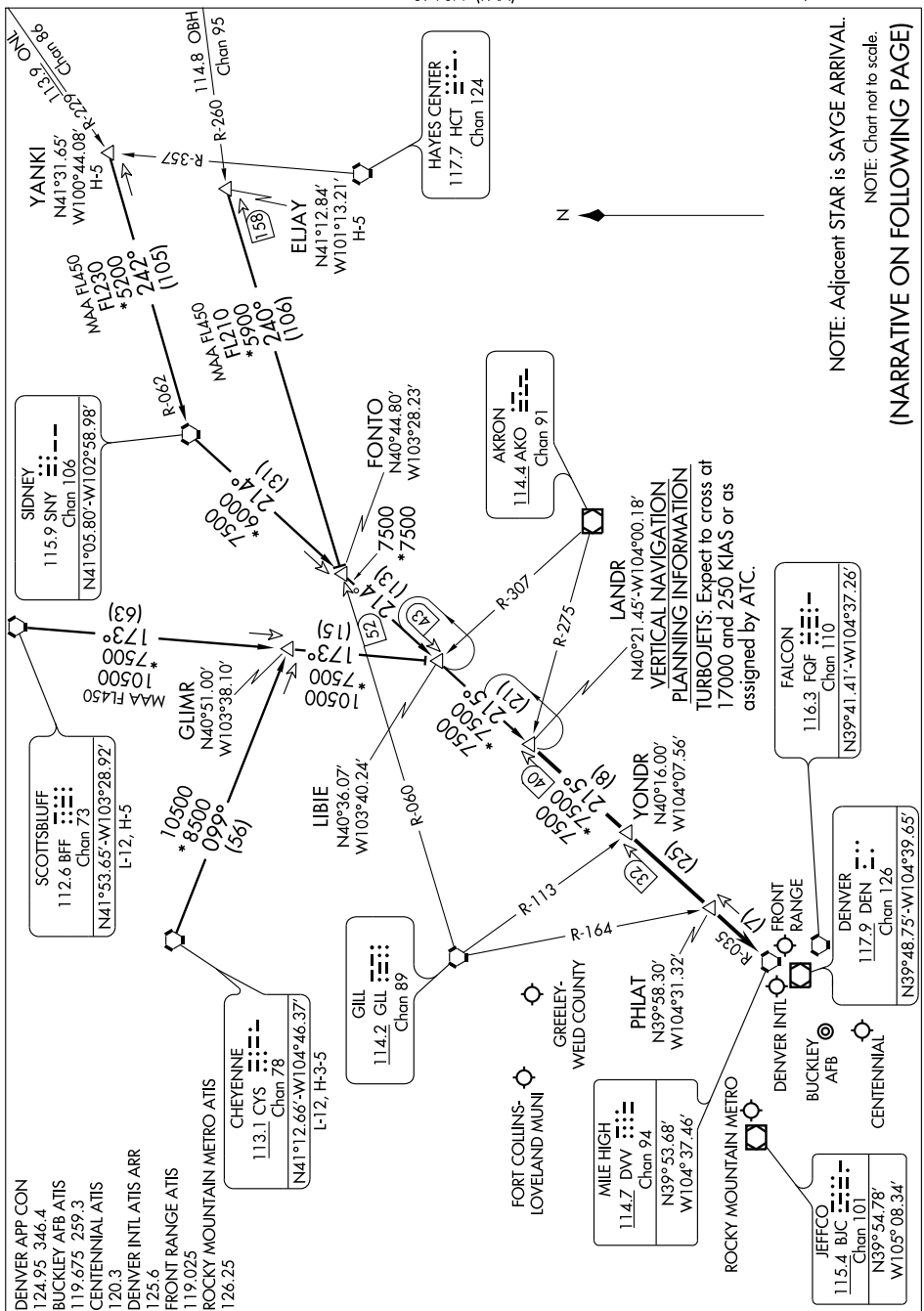


SW-1, 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

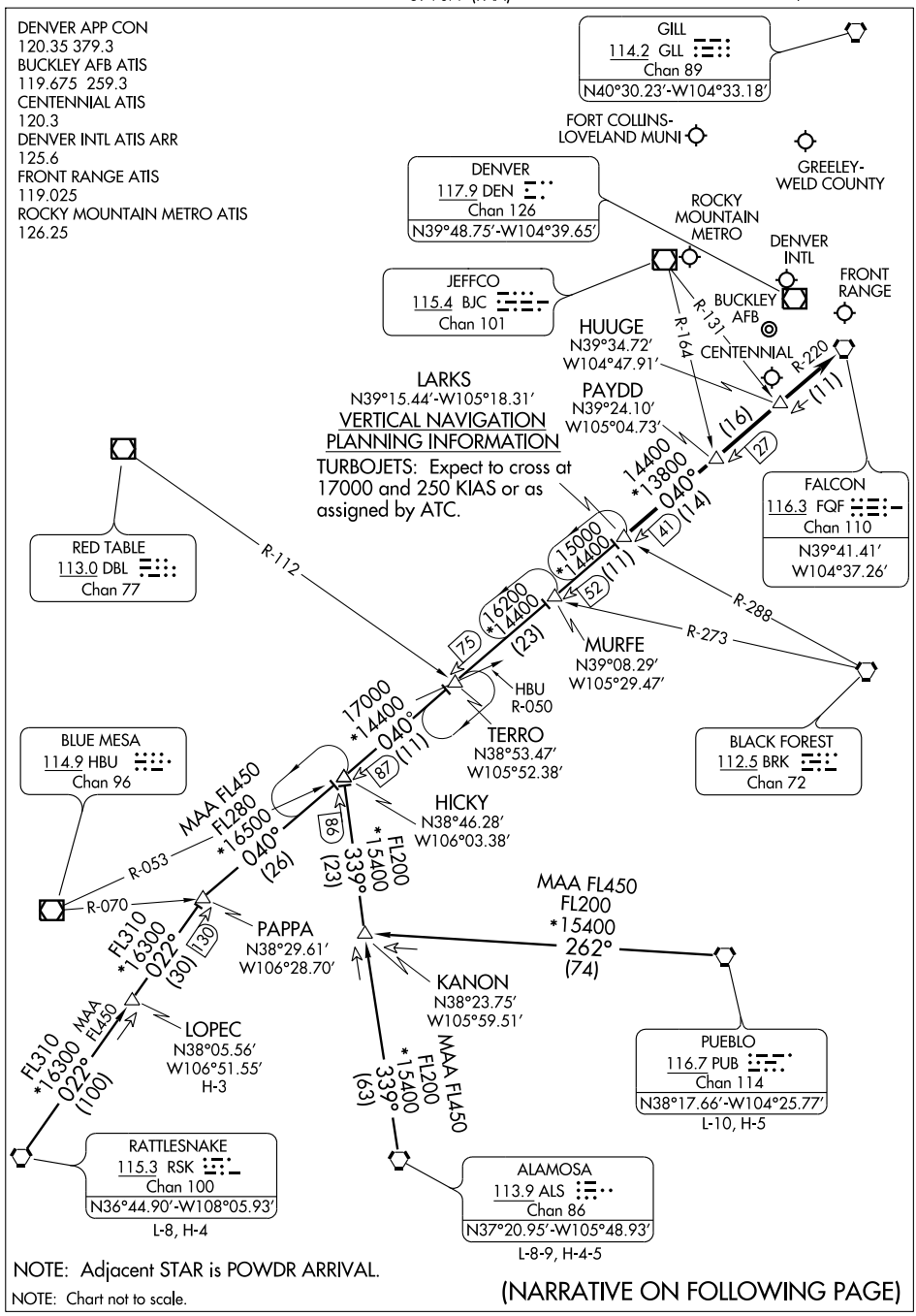
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

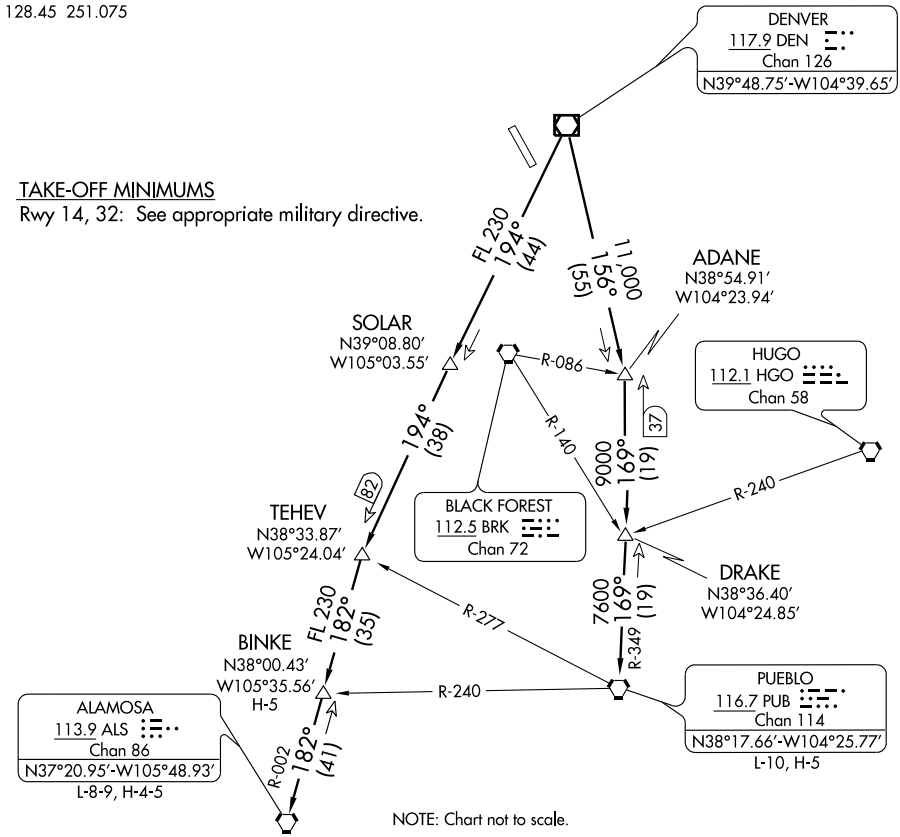
SW-1, 03 JUN 2010 to 01 JUL 2010

# PIKES FOUR DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

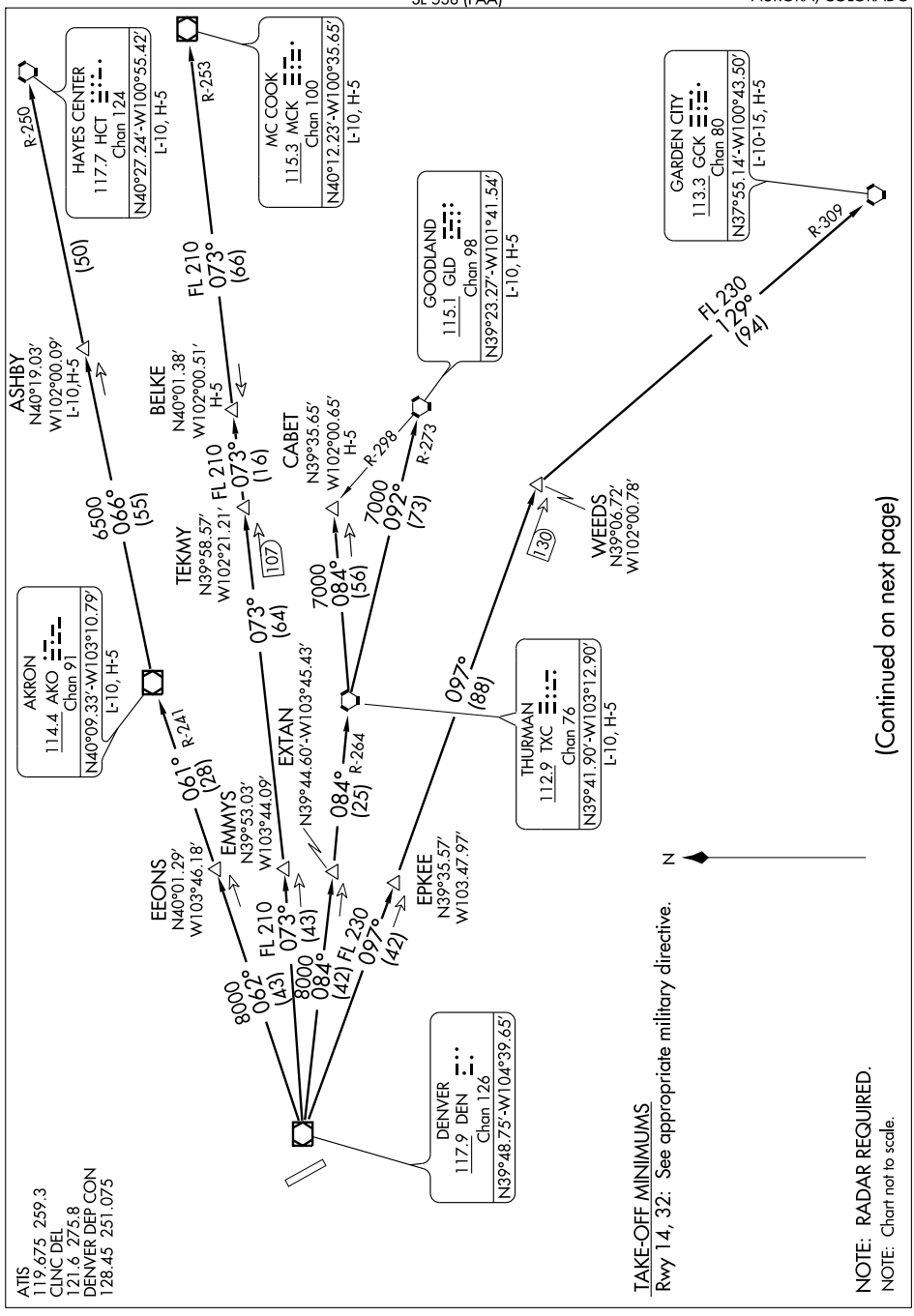
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# PLAINS FOUR DEPARTURE

SL-538 (FAA)

AURORA/BUCKLEY AFB (BKF)
AURORA, COLORADO




ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075

TAKE-OFF MINIMUMS
Rwy 14, 32: See appropriate military directive.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

# PLAINS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

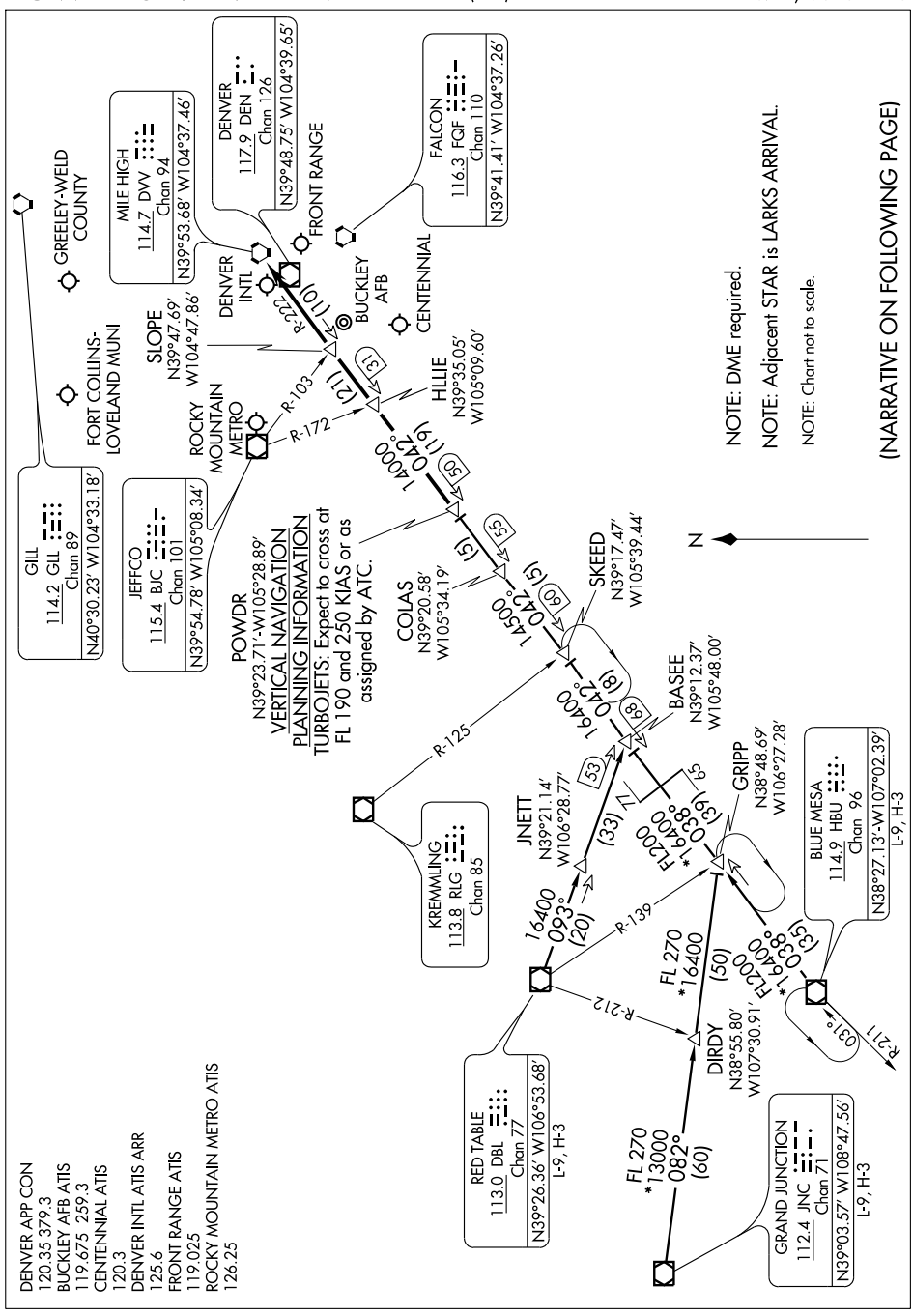
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

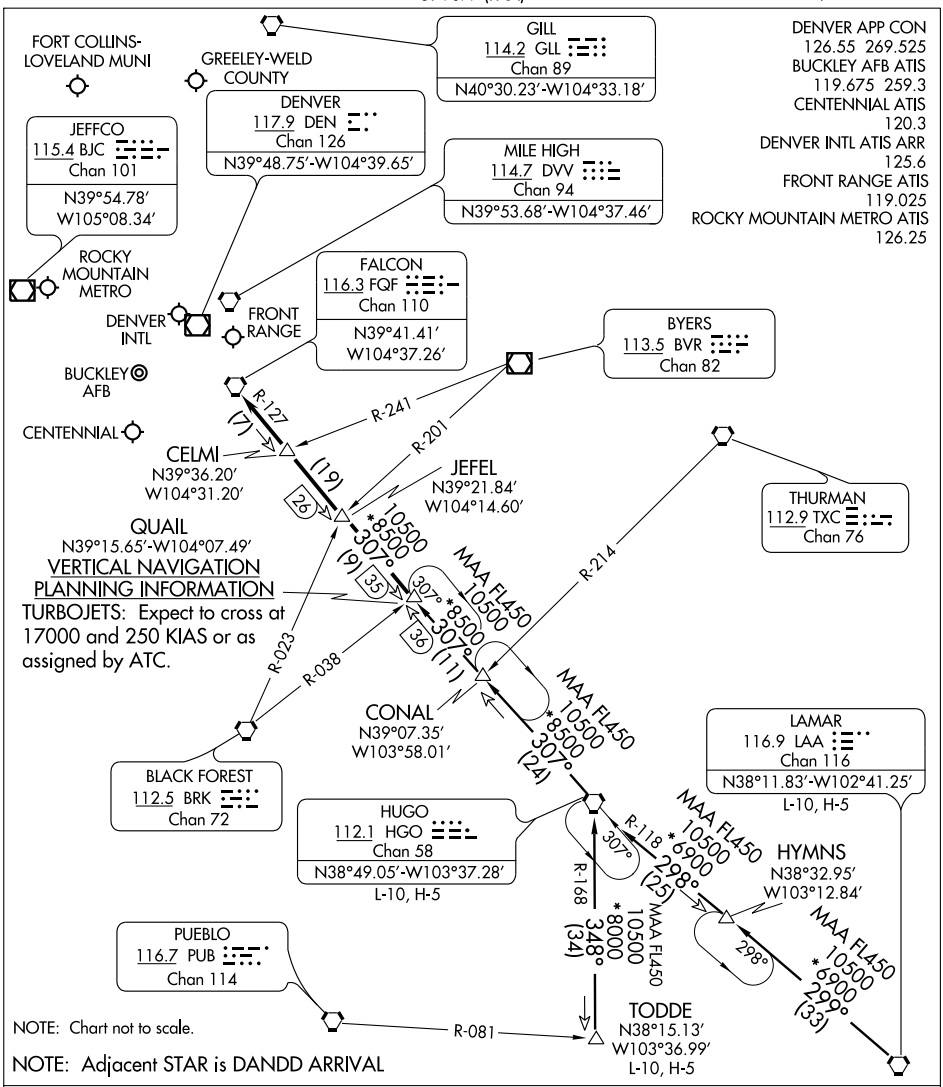
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

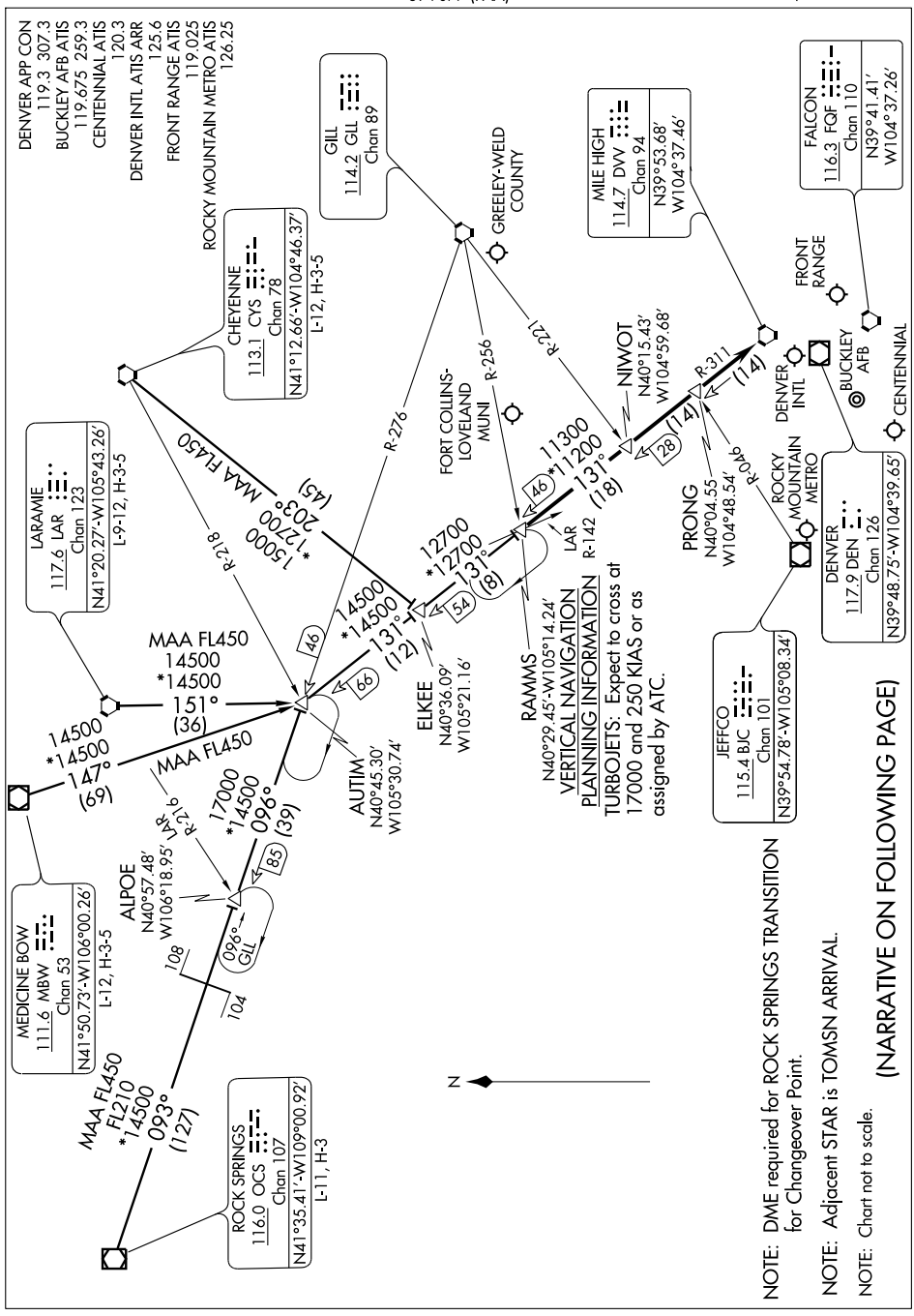
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

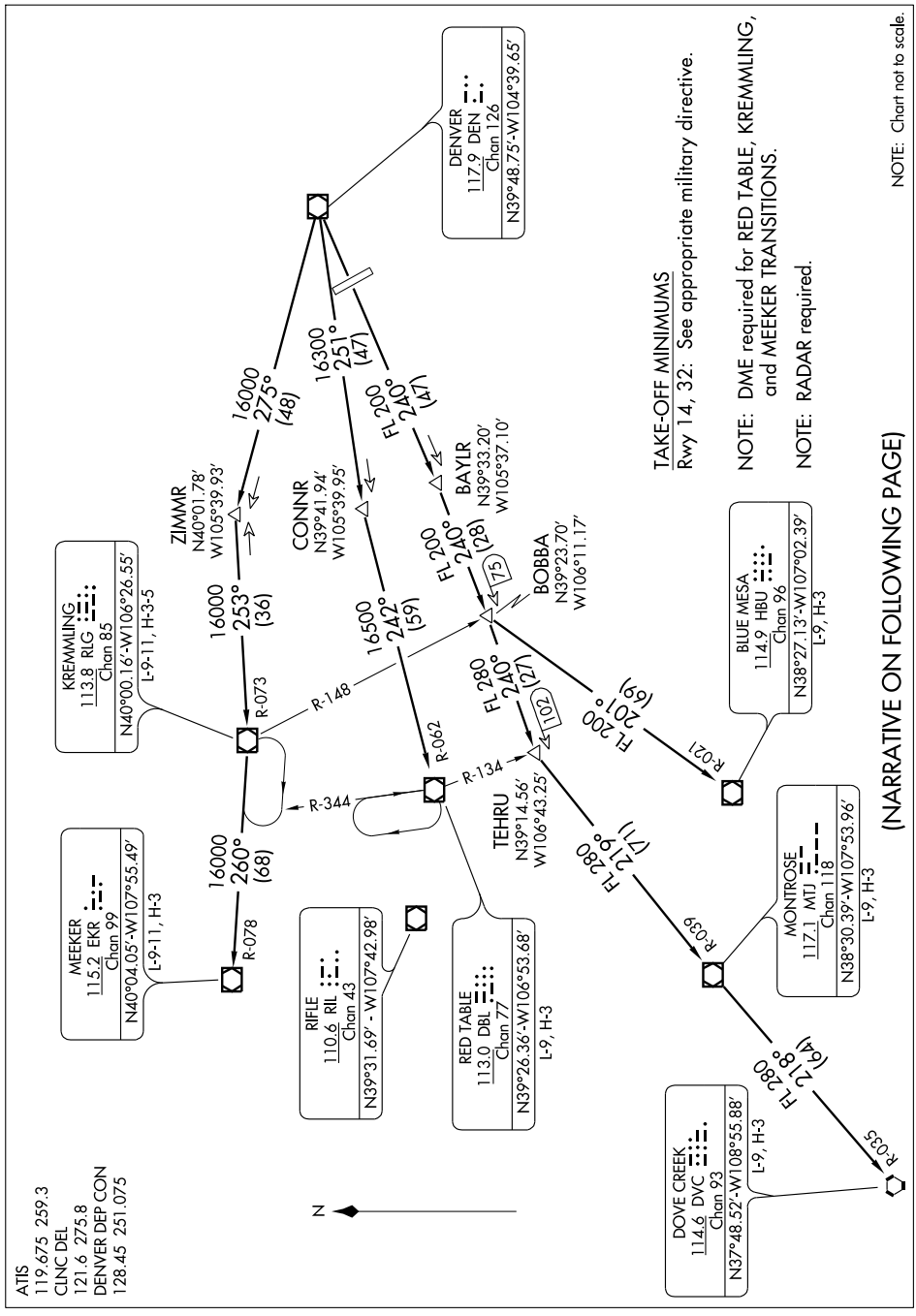
....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

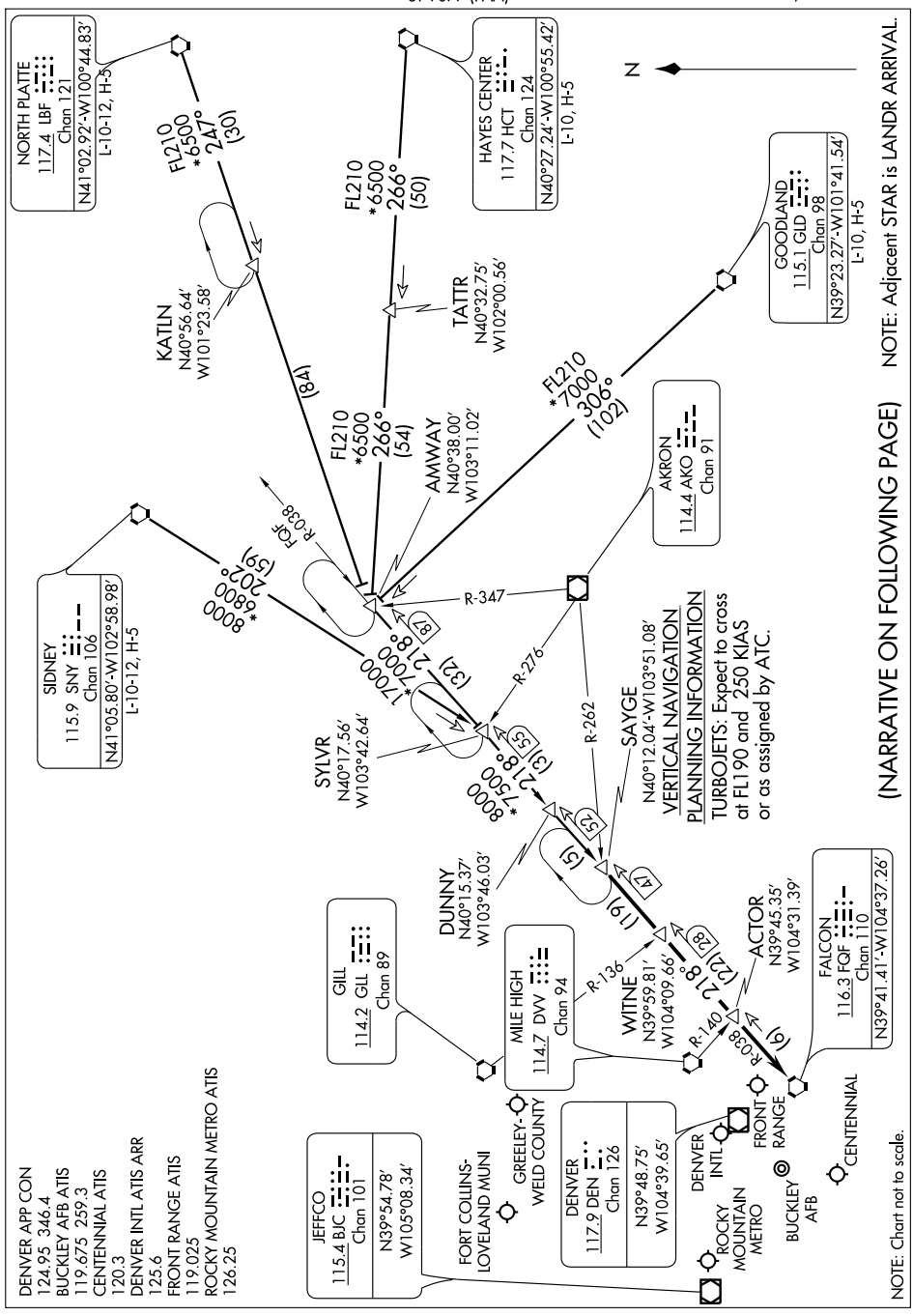
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1. 03 JUN 2010 to 01 JUL 2010

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TACAN RWY 32

| TACAN BKF Chan 33 | APCH CRS 324° | Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662 | AL-538 [USAF] | BUCKLEY AFB (KBKF) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

| ATIS ★ | DENVER APP CON | BUCKLEY TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

NOT FOR CIVIL USE

RADAR REQUIRED

BUCKLEY
Chan 33 BKF

6070

6236

LASTE
BKF 4

6074

MUSOE
BKF 6.5
/RADAR

10 NM

324°

(IAF)
DERYL
BKF 14

144°

324°

7048

R-144

MSA BKF 25 NM

120° 7700

10,900

030° 300°

9600

EMERG SAFE ALT 100 NM 16,500

8300

DERYL

VGSI and descent angles not coincident

DERYL
R-144
14

324°

140°

8300

MUSOE
6.5
/RADAR

324°

LASTE
4

TACAN

HIPER
1.7

7400

6500

2.95°
TCH 45

0.5 2.3 NM 2.5 NM

ELEV 5662

14

5714

5694

0.7% DOWN

11,000 x 150

5700

TDZE
5662

5708

32

HIRL Rwy 14-32
REIL Rwy 14

324° to TACAN

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 * | 6280/24 618 (700-½) | | 6280/60 618(700-1¼) | 6280-1½ 618(700-1½) | 6280-1¾ 618(700-1¾) |
| CIRCLING | 6280-1 618 (700-1) | | 6280-1¾ 618(700-1¾) | 6300-2 638(700-2) | 6500-3 838 (900-3) |

FAF to MAP 4.8 NM

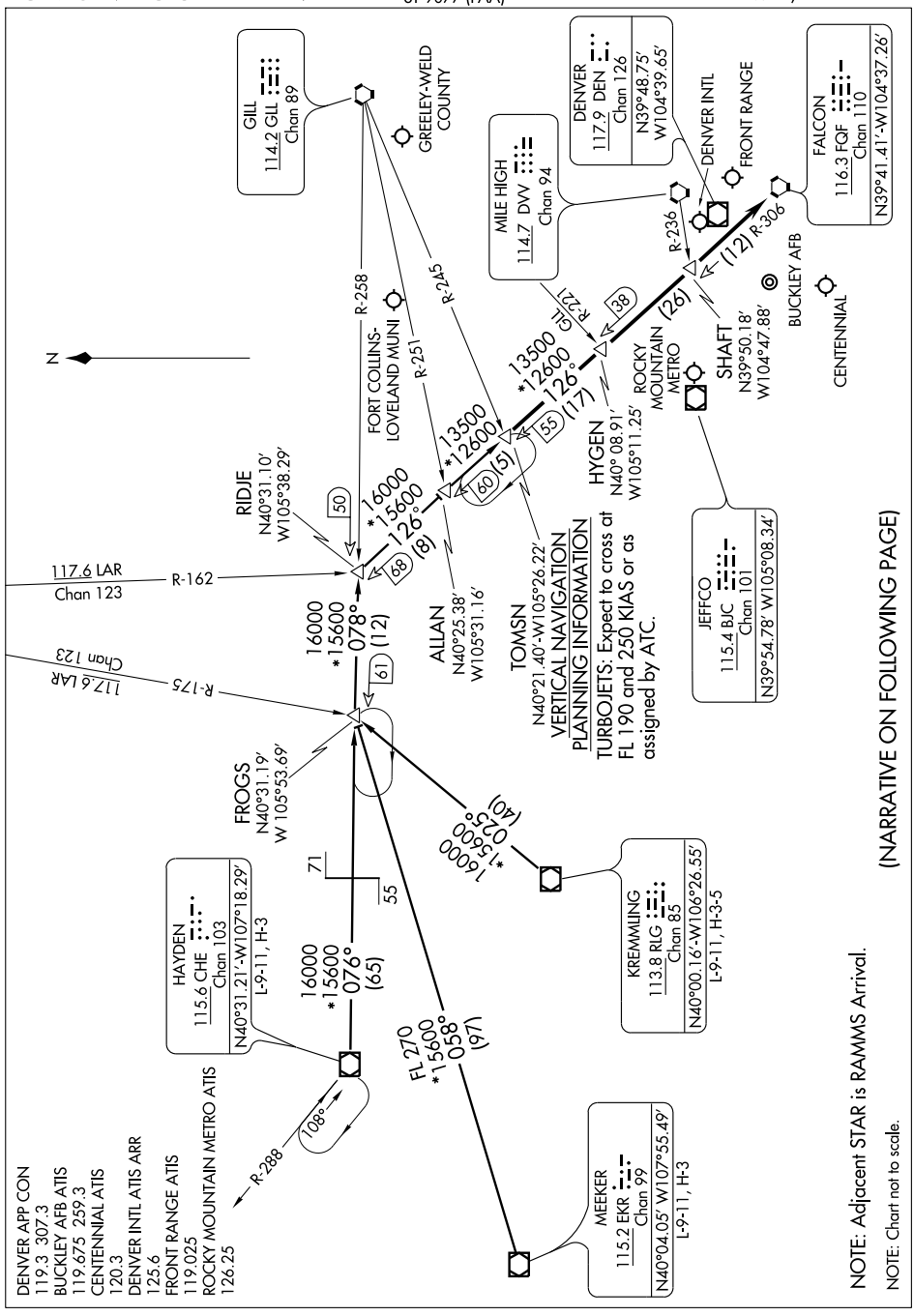
| Knots | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:24 | 1:55 | 1:36 | 1:26 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

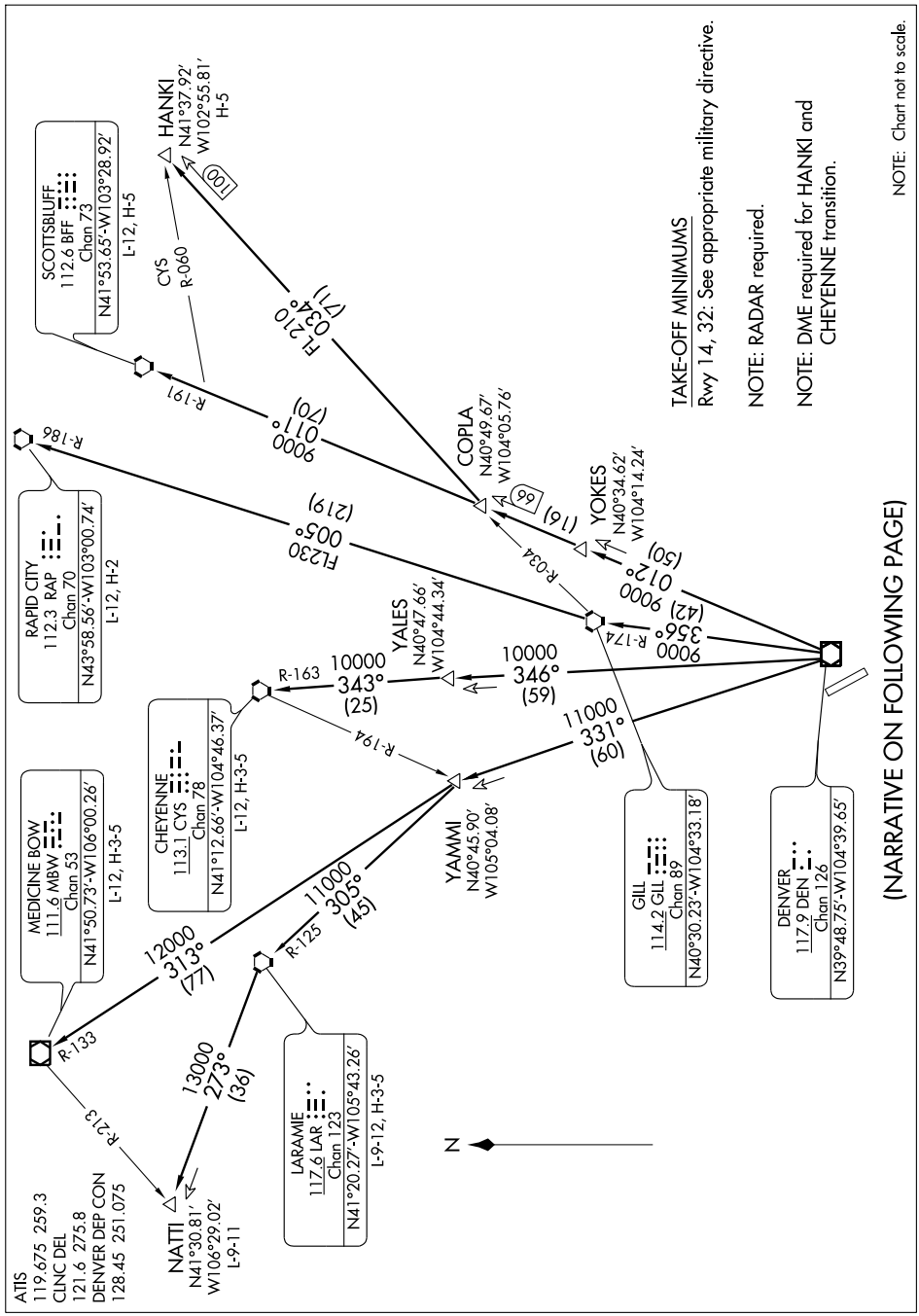
KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# YELLOWSTONE SIX DEPARTURE

AURORA/BUCKLEY AFB (BKF)
AURORA, COLORADO



# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

BUENA VISTA, COLORADO

AL-9302 (FAA)

| APP CRS | Rwy ldg | 8300 |
|---|---|---|
| 331° | TDZE | 7921 |
| | Apt Elev | 7946 |

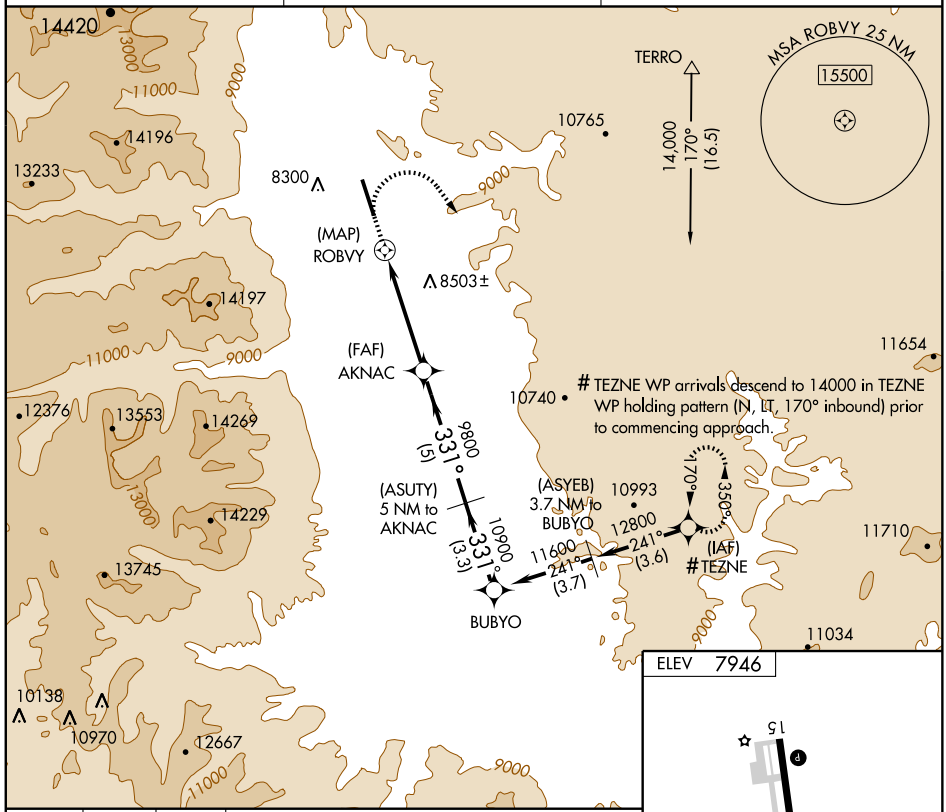
# GPS RWY 33

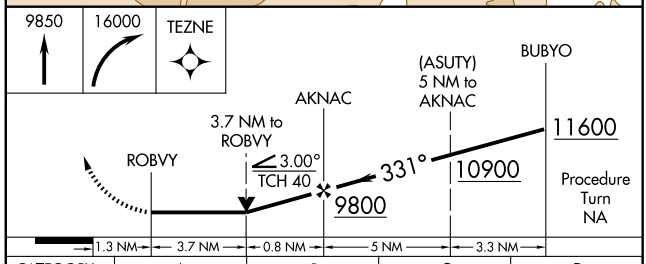
## BUENA VISTA/CENTRAL COLORADO RGNL (AEJ)

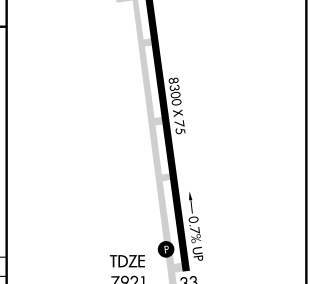
T NA — Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Circling not authorized northeast of Rwy 15-33.

MISSED APPROACH: Climb to 9850, then climbing right turn to 16000 direct TEZNE WP and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 132.925 | 119.85 363.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 9540-1½ 1619 (1600-1½) | | 9540-3 1619 (1600-3) | NA |
| CIRCLING | 9540-1½ 1594 (1600-1½) | | 9540-3 1594 (1600-3) | NA |

MIRL Rwy 15-33 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# PUEBLO ONE DEPARTURE (RNAV) (OBSTACLE)

BUENA VISTA, COLORADO

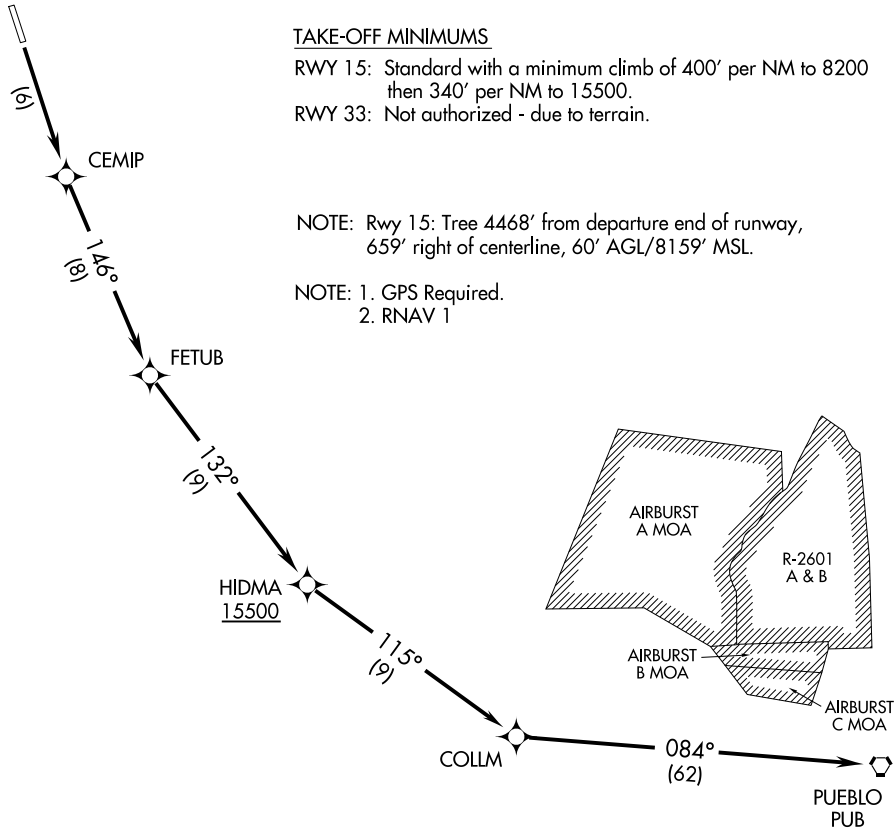
DENVER CENTER
119.85 363.15
UNICOM 122.8 (CTAF)

TAKE-OFF MINIMUMS

RWY 15: Standard with a minimum climb of 400′ per NM to 8200 then 340′ per NM to 15500.
RWY 33: Not authorized - due to terrain.

NOTE: Rwy 15: Tree 4468′ from departure end of runway, 659′ right of centerline, 60′ AGL/8159′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500′, then via depicted route to PUB VORTAC.

TAKE-OFF RUNWAY 33: Not authorized.

| LOC/DME I-OBG | APP CRS | Rwy ldg | 5201 |
|---|---|---|---|
| 111.9 | 330° | TDZE | 4203 |
| Chan 56 | | Apt Elev | 4217 |

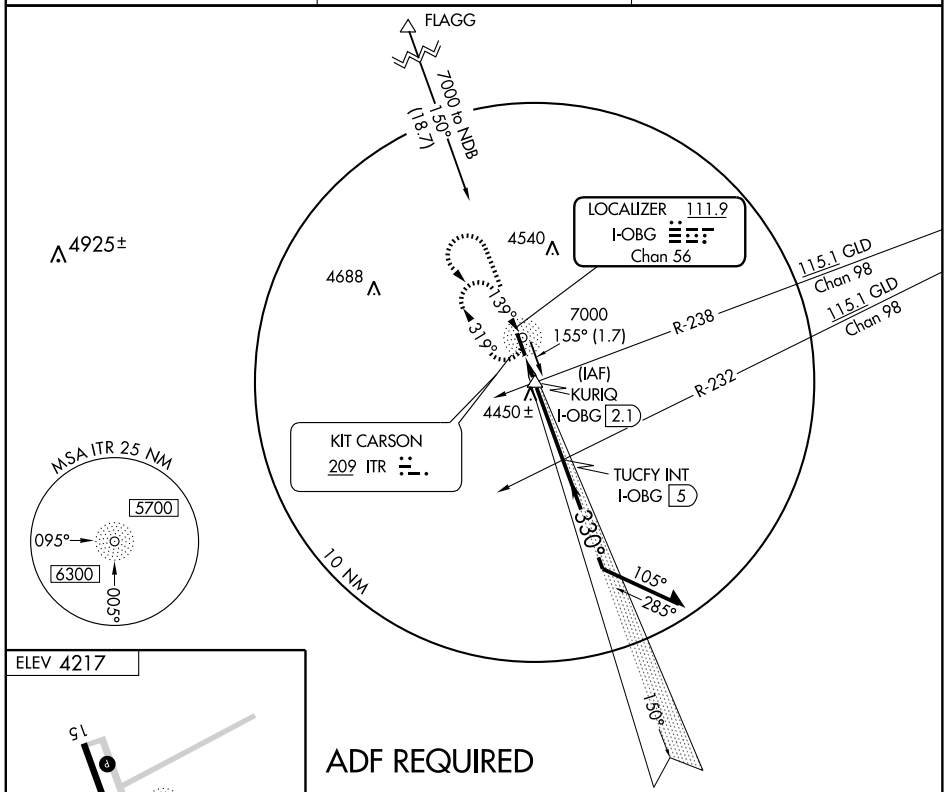
# LOC RWY 33

## BURLINGTON/ KIT CARSON COUNTY (ITR)

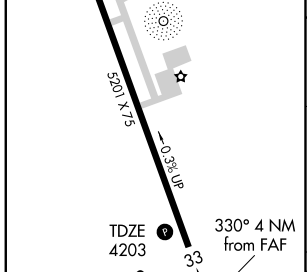
NA Use of I-OBG DME required for procedure entry from ITR NDB.

MISSED APPROACH: Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

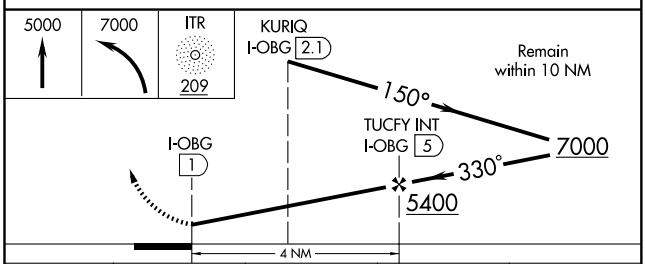
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.5 379.15 | 122.8 (CTAF) L |




ADF REQUIRED




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 4640-1 437 (500-1) | | 4640-1¼ 437 (500-1¼ ) | 4640-1½ 437 (500-1½) |
| CIRCLING | 4640-1 423 (500-1) | 4680-1 463 (500-1) | 4680-1½ 463 (500-1½ ) | 4800-2 583 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| NDB ITR | APP CRS | Rwy ldg | 5201 |
|---|---|---|---|
| 209 | 139° | TDZE | 4217 |
| | | Apt Elev | 4217 |

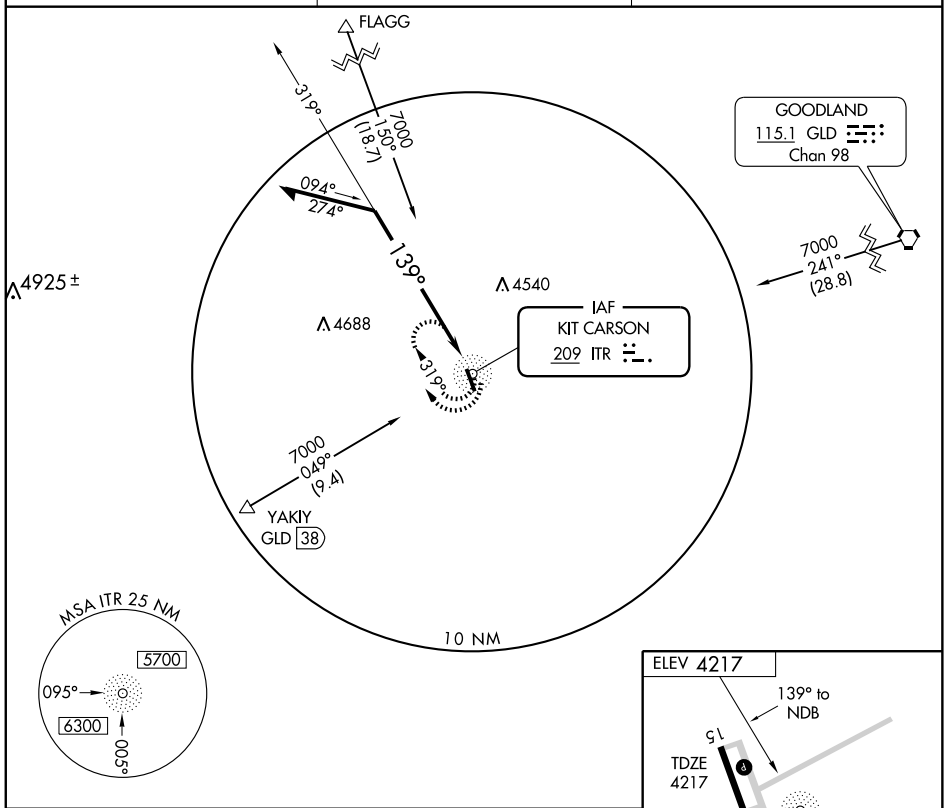
# NDB RWY 15

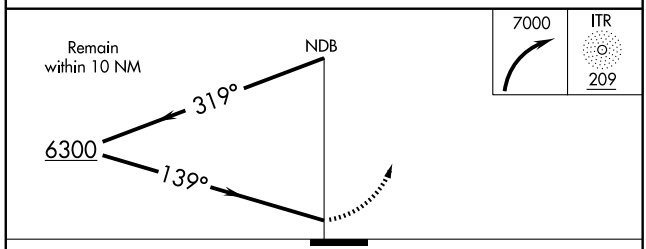
## BURLINGTON/ KIT CARSON COUNTY (ITR)

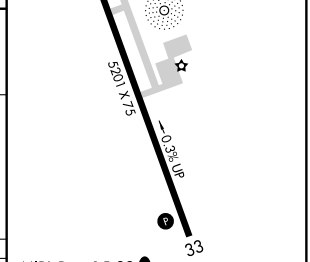
NA

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.5 379.15 | 122.8 (CTAF) L |




MIRL Rwy 15-33 L
REIL Rwy 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 4820-1 | 603 (700-1) | 4820-1¾ 603 (700-1¾) | 4820-2 603 (700-2) |
| CIRCLING | 4820-1 | 603 (700-1) | 4820-1¾ 603 (700-1¾) | 4820-2 603 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

BURLINGTON, COLORADO

AL-6895 (FAA)

| WAAS CH **72999** **W15A** | APP CRS **150°** | Rwy ldg **5201** TDZE **4219** Apt Elev **4219** |
|---|---|---|

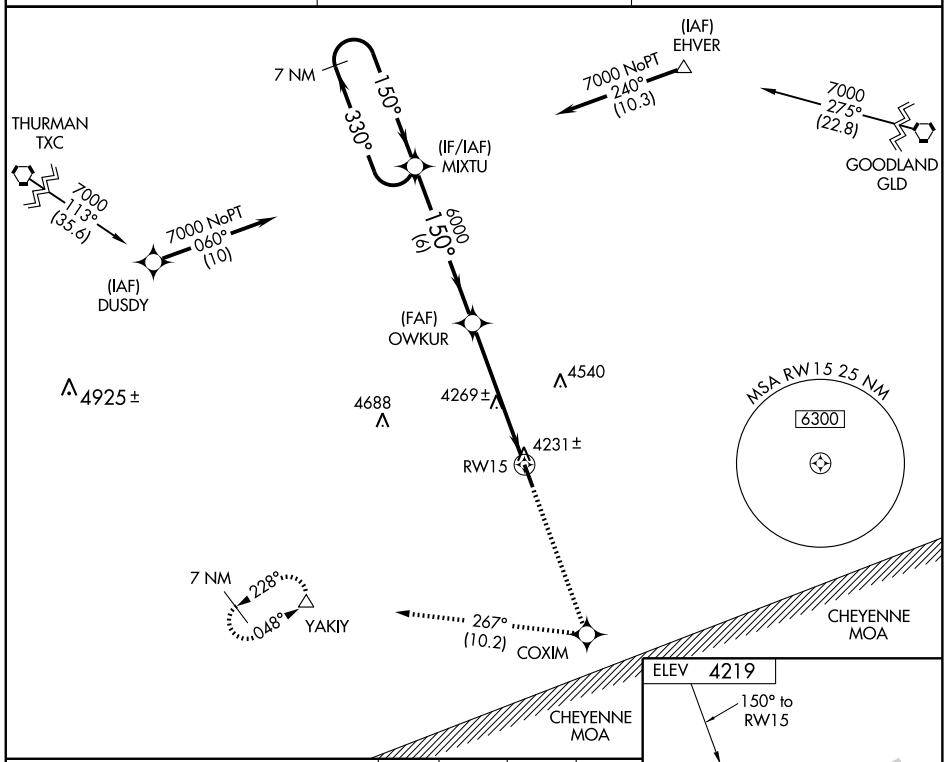
# RNAV (GPS) RWY 15

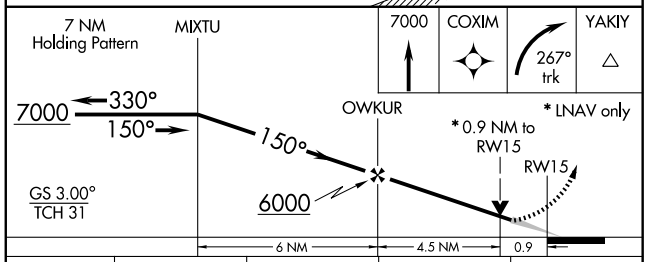
## BURLINGTON/ KIT CARSON COUNTY (ITR)

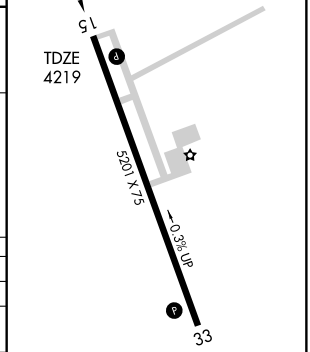
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -23°C (-9°F)

MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| **135.225** | **132.5 379.15** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4469-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 4481-1 262 (300-1) | | | |
| LNAV MDA | 4520-1 301 (400-1) | | | |
| CIRCLING | 4580-1 361 (400-1) | 4680-1 461 (500-1) | 4680-1½ 461 (500-1½) | 4780-2 561 (600-2) |

MIRL Rwy 15-33 L
REIL Rwy 15-33 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 5399 |
|---|---|---|
| 290° | TDZE | 5404 |
| | Apt Elev | 5439 |

# GPS RWY 29

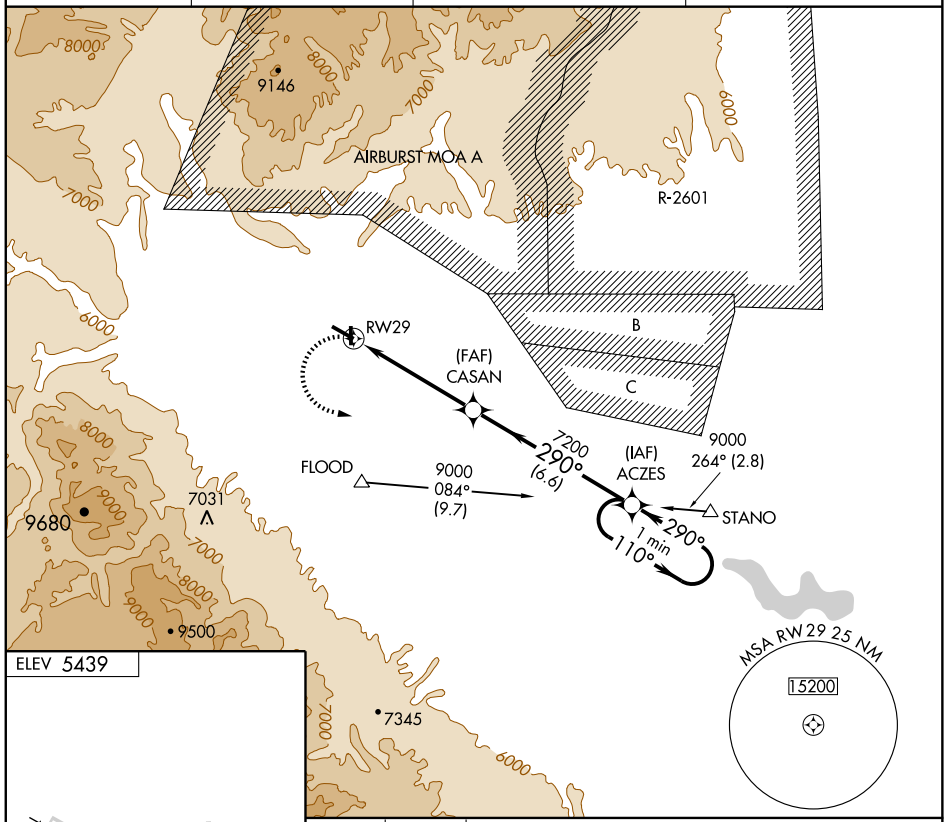
## CANON CITY/ FREMONT COUNTY (1V6)

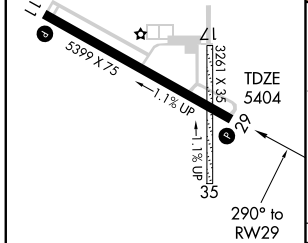
Use Pueblo Memorial altimeter setting.

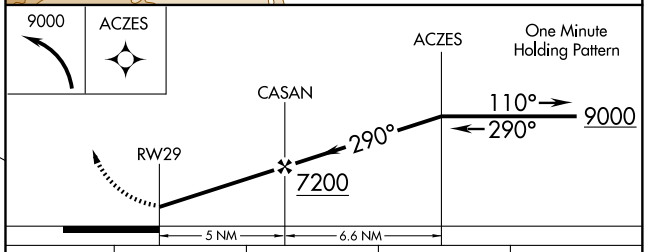
NA

MISSED APPROACH: Climbing left turn to 9000 direct ACZES WP and hold.

| AWOS-3 | DENVER APP CON | DENVER CENTER | UNICOM |
|---|---|---|---|
| 120.025 | 120.1 290.5 | 128.375 379.95 | 122.8 (CTAF) L |




REIL Rwys 11 and 29 L

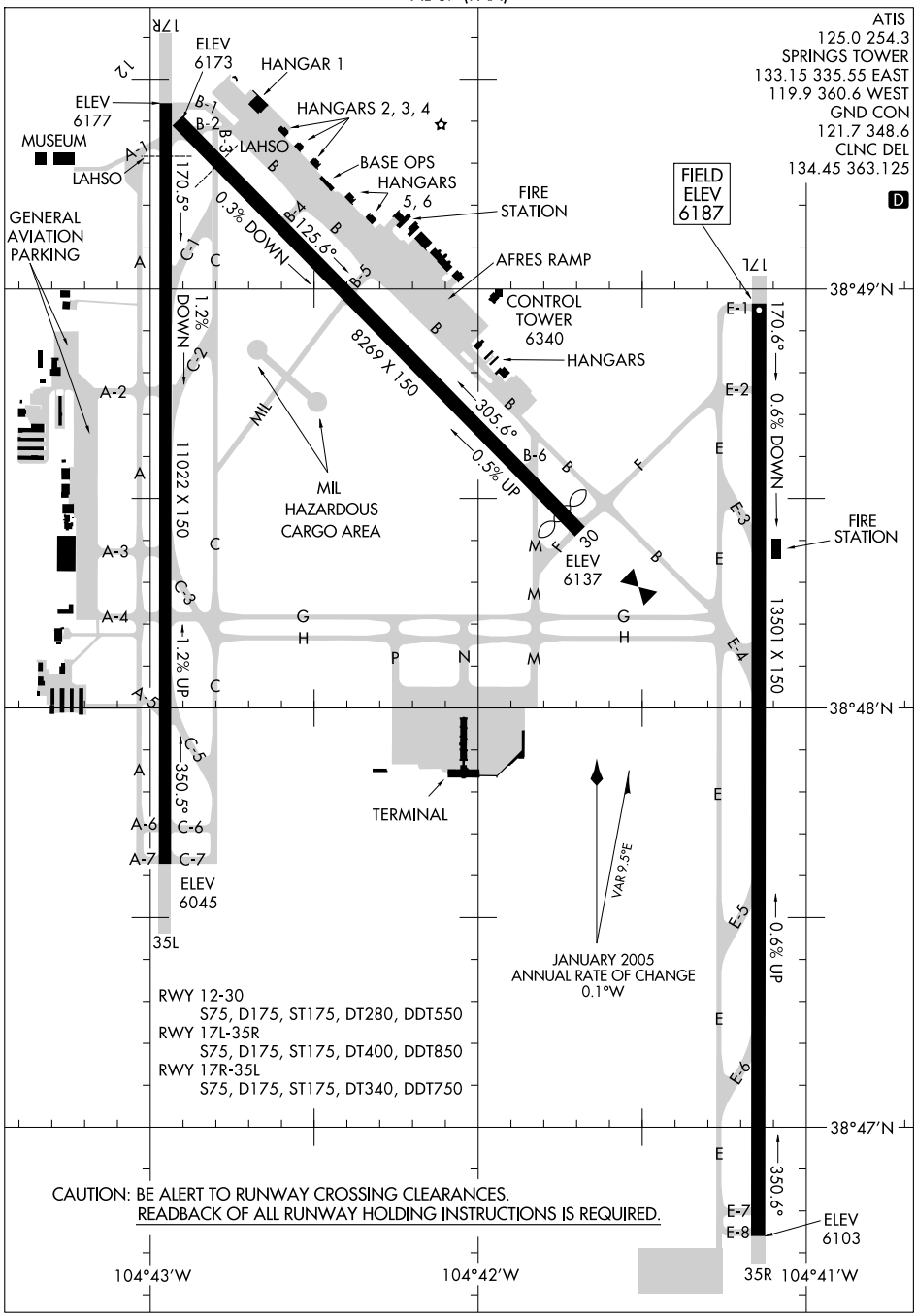
MIRL Rwy 11-29 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 6140-1 736 (800-1) | | 6140-2 736 (800-2) | 6140-2¼ 736 (800-2¼) |
| CIRCLING | 6200-1 761 (800-1) | 6200-1¼ 761 (800-1¼) | 6200-2¼ 761 (800-2¼) | 6320-3 881 (900-3) |

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)
AL-87 (FAA)
COLORADO SPRINGS, COLORADO




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

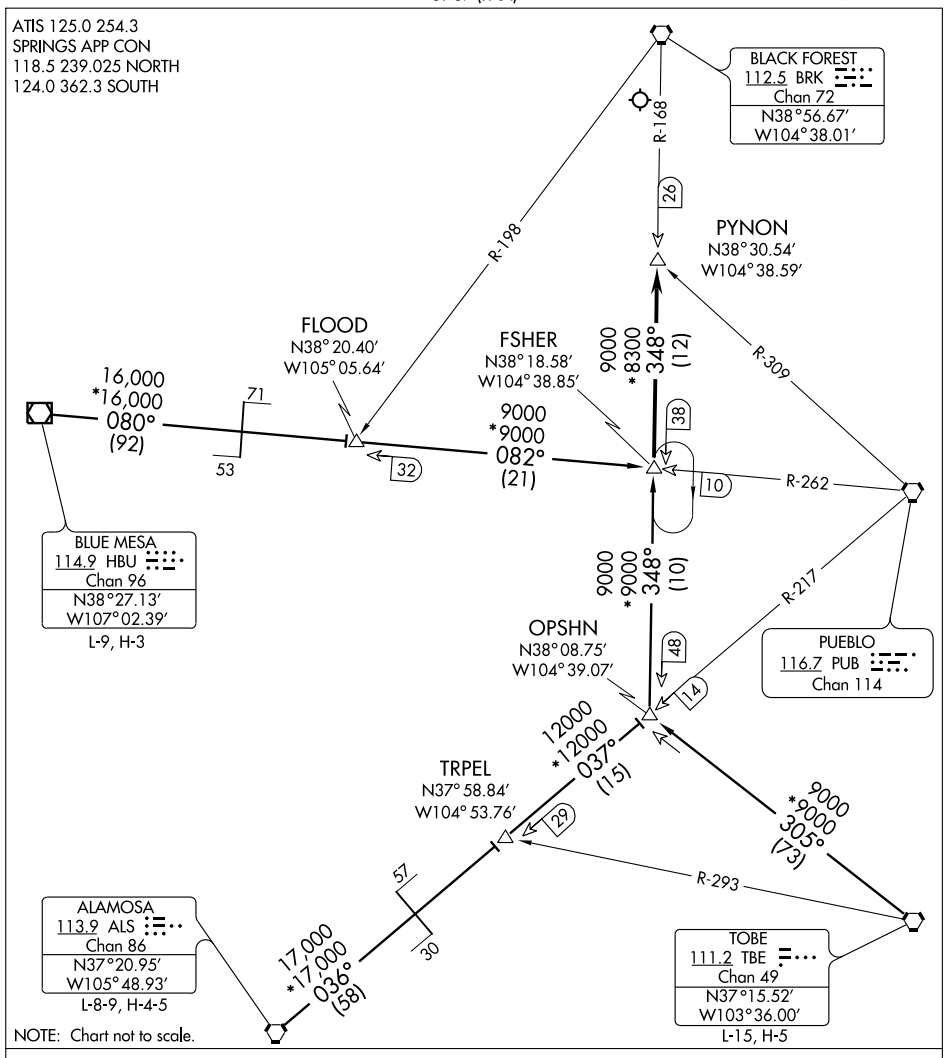
SW-1, 03 JUN 2010 to 01 JUL 2010

(FSHER.DBRY1) 07298

# DEBERRY ONE ARRIVAL

ST-87 (FAA)

CITY OF COLORADO SPRINGS MUNI
COLORADO SPRINGS, COLORADO




ALAMOSA TRANSITION (ALS.DBRY1): From over ALS VORTAC via ALS R-036 and PUB R-217 to OPSHN INT, then via BRK R-168 to FSHER INT. Thence. . . .

BLUE MESA TRANSITION (HBU.DBRY1): From over HBU VOR/DME via HBU R-080 and PUB R-262 to FSHER INT. Thence. . . .

TOBE TRANSITION (TBE.DBRY1): From over TBE VORTAC via TBE R-305 and BRK R-168 to FSHER INT. Thence. . . .

. . . .From over FSHER INT via the BRK R-168 to PYNON INT. Expect radar vectors to the final approach course at or before PYNON INT.

LOST COMMUNICATIONS: Proceed to BRK VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-LPI | APP CRS | Rwy ldg | 13501 |
|---|---|---|---|
| 109.1 | 168° | TDZE | 6187 |
| Chan 28 | | Apt Elev | 6187 |

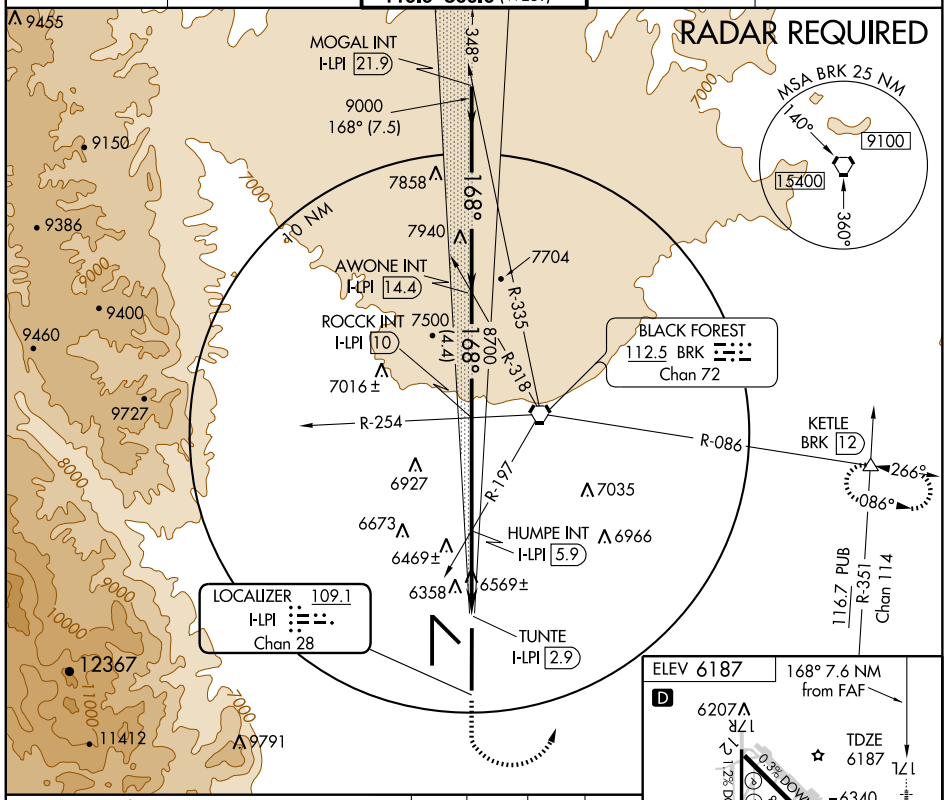
# ILS or LOC RWY 17L

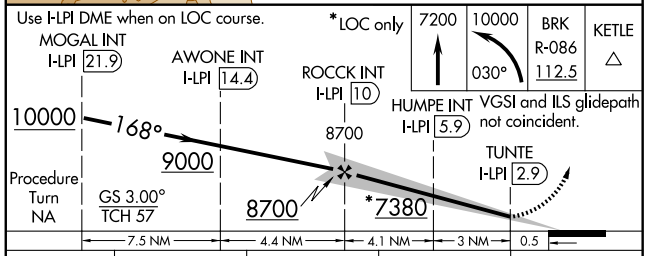
## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

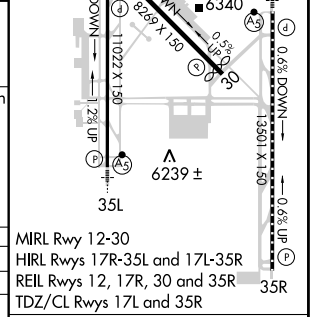
MALSR

MISSED APPROACH: Climb to 7200, then climbing left turn to 10000 via heading 030° and BRK VORTAC R-086 to KETLE Int and hold.

| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 6387/18 200 (200-½) | | | |
| S-LOC 17L | 6820/24 633 (700-½) | | 6820/60 633 (700-1¼) | 6820-1½ 633 (700-1½) |
| CIRCLING | 6820-1 633 (700-1) | | 6820-1¾ 633 (700-1¾) | 6840-2 653 (700-2) |

FAF to MAP 7.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC I-COS | APP CRS | Rwy ldg | 11022 |
|---|---|---|---|
| 109.9 | 348° | TDZE | 6075 |
| | | Apt Elev | 6187 |

# ILS or LOC RWY 35L

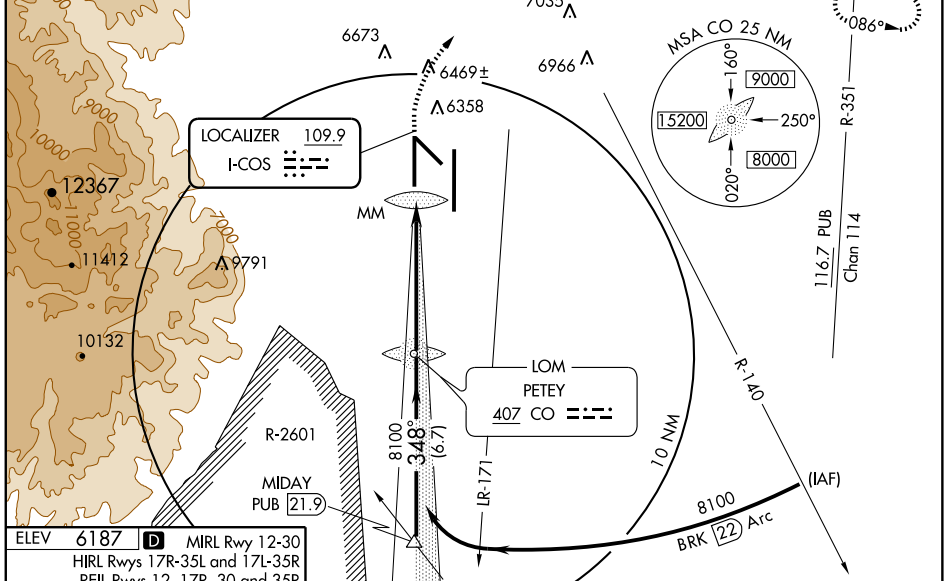
## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

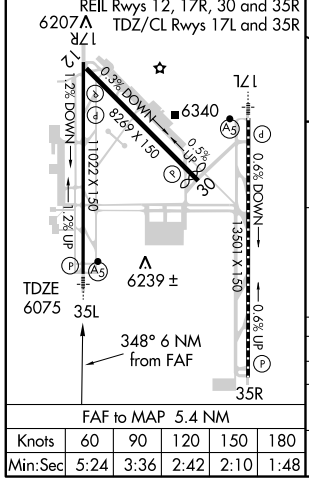
Radar monitoring required when R-2601 in use.
Cat D S-LOC 35L visibility increased to RVR 5000 for inoperative ALSF. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

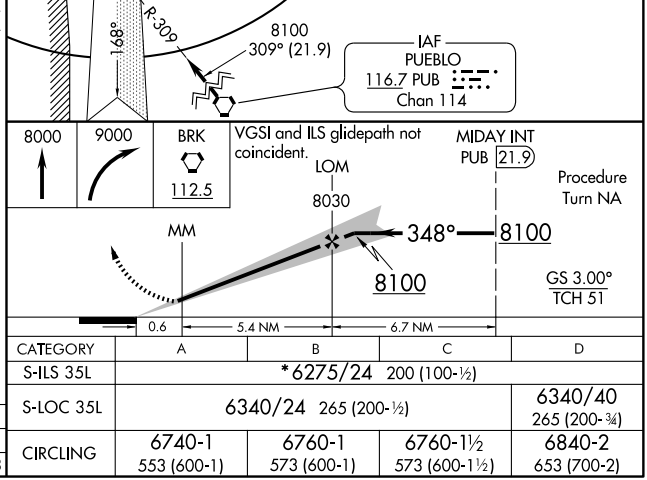
MISSED APPROACH: Climb to 8000, then climbing right turn to 9000 direct BRK VORTAC and hold. (TACAN only aircraft continue to KETLE 12 DME and hold E, LT, 266° inbound.)

| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST)<br>119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | *6275/24 200 (100-½) | | | |
| S-LOC 35L | 6340/24 265 (200-½) | | | 6340/40 265 (200-¾) |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6760-1½ 573 (600-1½) | 6840-2 653 (700-2) |

| LOC/DME I-AHI | APP CRS | Rwy ldg 13501 |
|---|---|---|
| 109.1 | 348° | TDZE 6118 |
| Chan 28 | | Apt Elev 6187 |

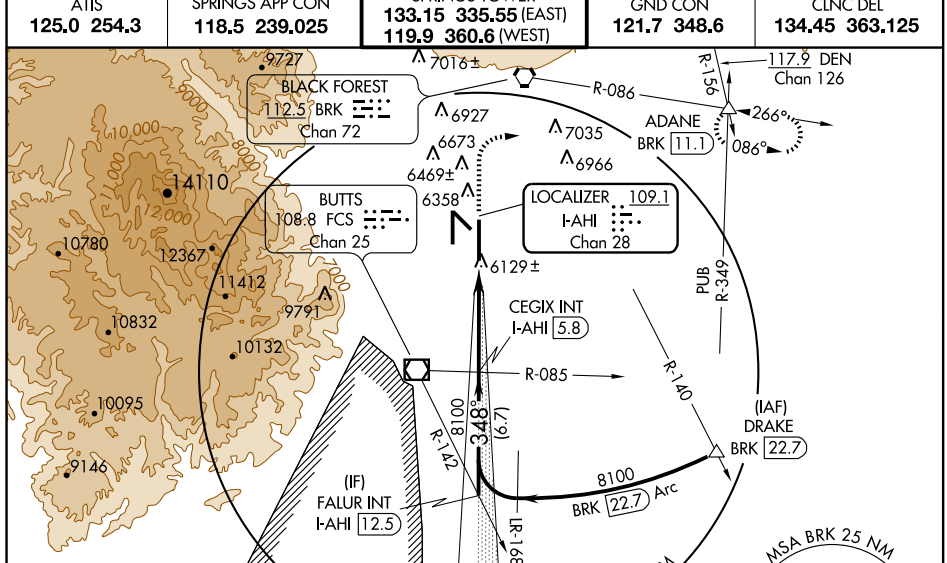
# ILS or LOC RWY 35R

## COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

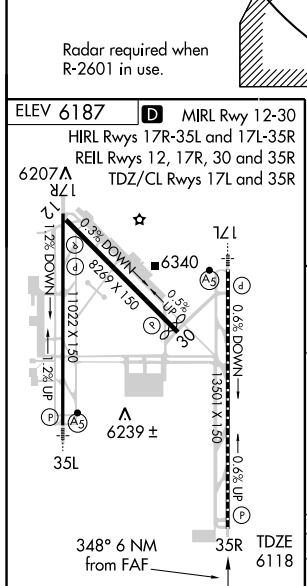
If local altimeter setting not received, use Centennial altimeter setting and increase all DAs/MDAs 160 feet.

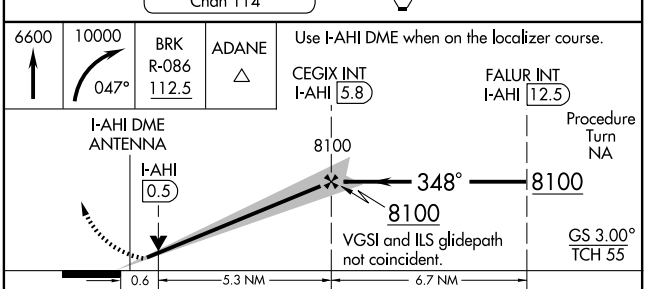
MISSED APPROACH: Climb to 6600 then climbing right turn to 10000 via heading 047°and BRK VORTAC R-086 to ADANE INT/ BRK 11.1 DME and hold, continue climb-in-hold to 10000.

| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




ELEV 6187 | D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 6318-¾ 200 (200-¾) | | | |
| S-LOC 35R | 6380-1 262 (200-1) | | | |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6760-1½ 573 (600-1½) | 6840-2 653 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOM CO | APP CRS | Rwy ldg | 11022 |
|---|---|---|---|
| 407 | 348° | TDZE | 6075 |
| | | Apt Elev | 6187 |

# NDB RWY 35L

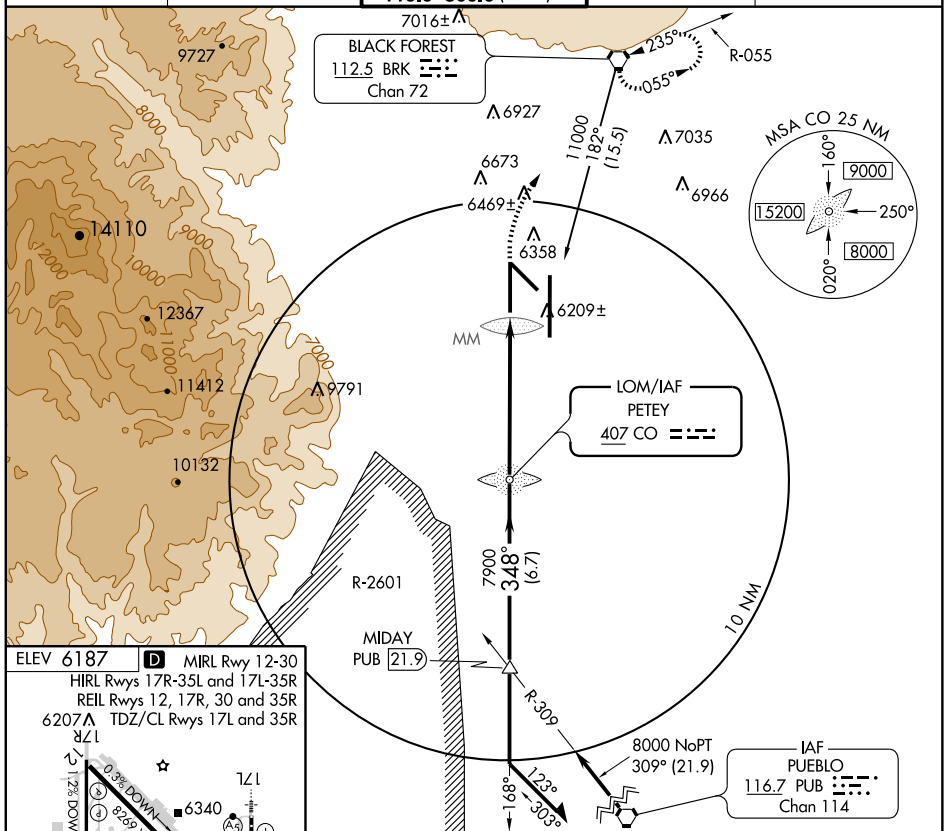
## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Radar monitoring required when R-2601 in use.

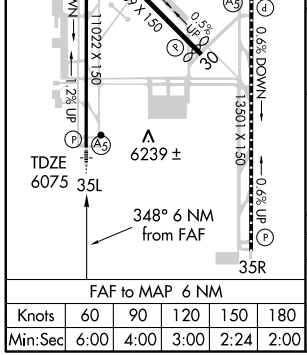
MALSR

MISSED APPROACH: Climb to 8000, then climbing right turn to 9000 direct BRK VORTAC and hold.

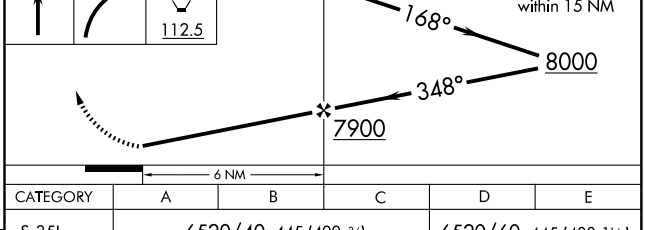
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




ELEV 6187 D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
6207 TDZ/CL Rwys 17L and 35R




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L | 6520/40 445 (400-¾) | | | 6520/60 445 (400-1¼) | |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6760-1½ 573 (600-1½) | 6840-2 653 (700-2) | 7140-3 953 (1000-3) |

| APP CRS | Rwy ldg | 13501 |
|---|---|---|
| 168° | TDZE | 6187 |
| | Apt Elev | 6187 |

# RNAV (GPS) RWY 17L

## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

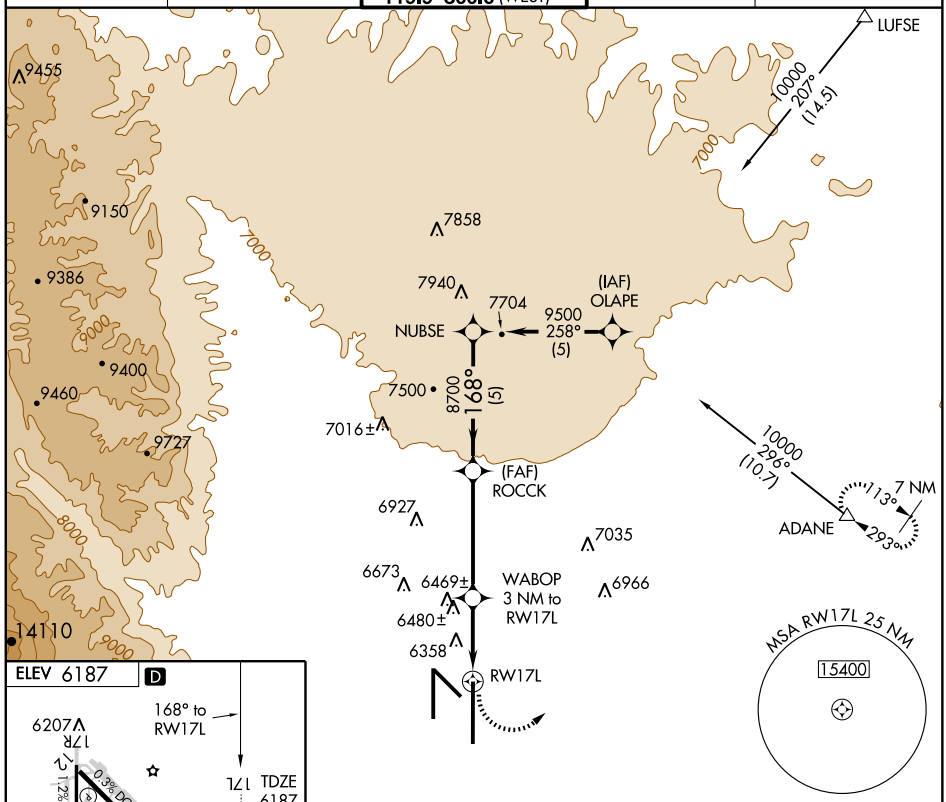
T

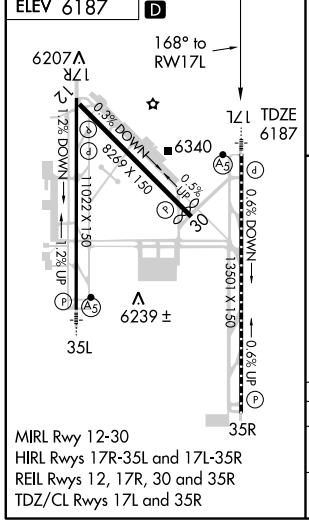
DME/DME RNP-0.3 NA.

MALSR

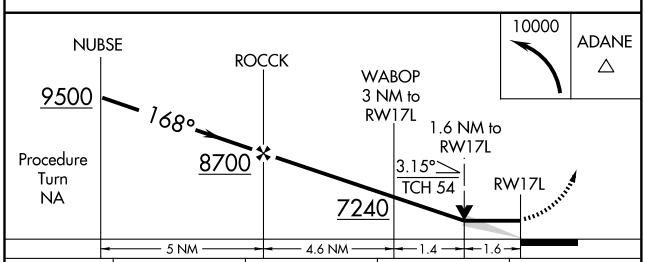
MISSED APPROACH: Climbing left turn to 10000 direct ADANE and hold.

| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST)<br>119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6740/24 553 (600-½) | | 6740/50<br>553 (600-1) | 6740/60<br>553 (600-1¼) |
| CIRCLING | 6740-1 556 (600-1) | | 6740-1½<br>556 (600-1½) | 6800-2<br>613 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 72800 W17A | APP CRS 168° | Rwy ldg 11022 TDZE 6177 Apt Elev 6187 |
|---|---|---|

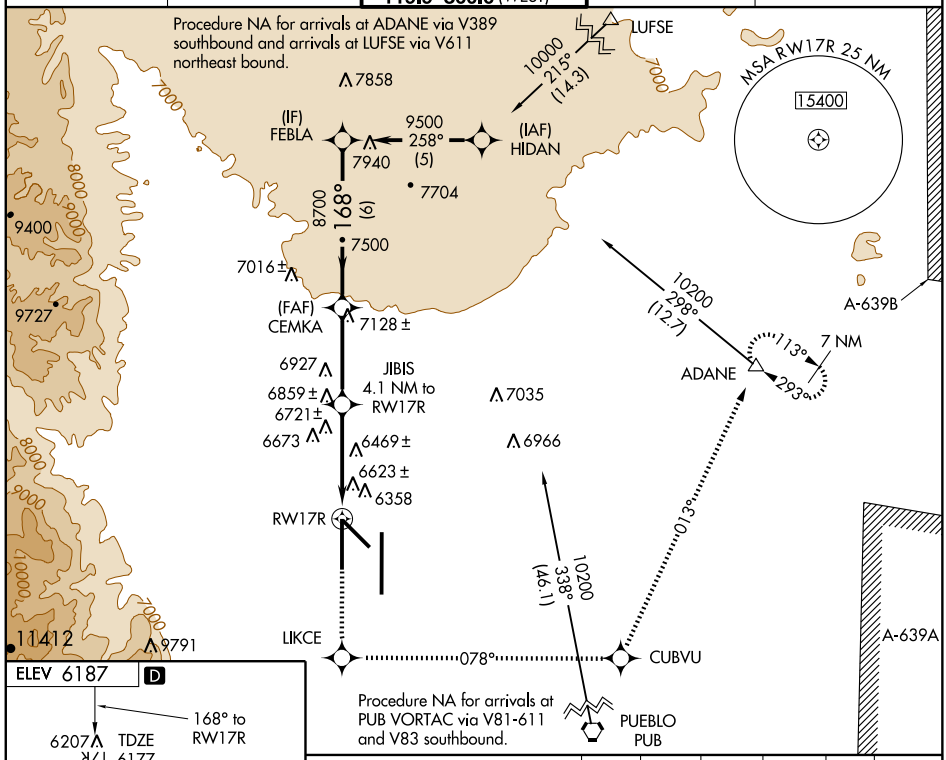
# RNAV (GPS) RWY 17R

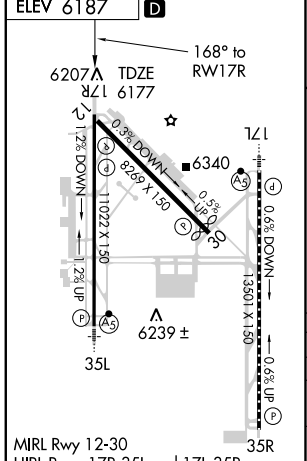
## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 37°C (99°F).

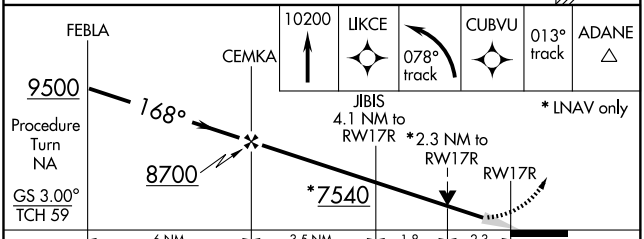
MISSED APPROACH: Climb to 10200 direct LIKCE and left turn via 078° track to CUBVU and 013° track to ADANE and hold.

| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6537-1¼ 360 (400-1¼) | | | |
| LNAV/VNAV DA | 6742-2 565 (600-2) | | | |
| LNAV MDA | 6980-1 803 (800-1) | 6980-1¼ 803 (800-1¼) | 6980-2¼ 803 (800-2¼) | 6980-2½ 803 (800-2½) |
| CIRCLING | 6980-1 793 (800-1) | 6980-1¼ 793 (800-1¼) | 6980-2¼ 793 (800-2¼) | 6980-2½ 793 (800-2½) |

SW-1, 03 JUN 2010 to 01 JUL 2010

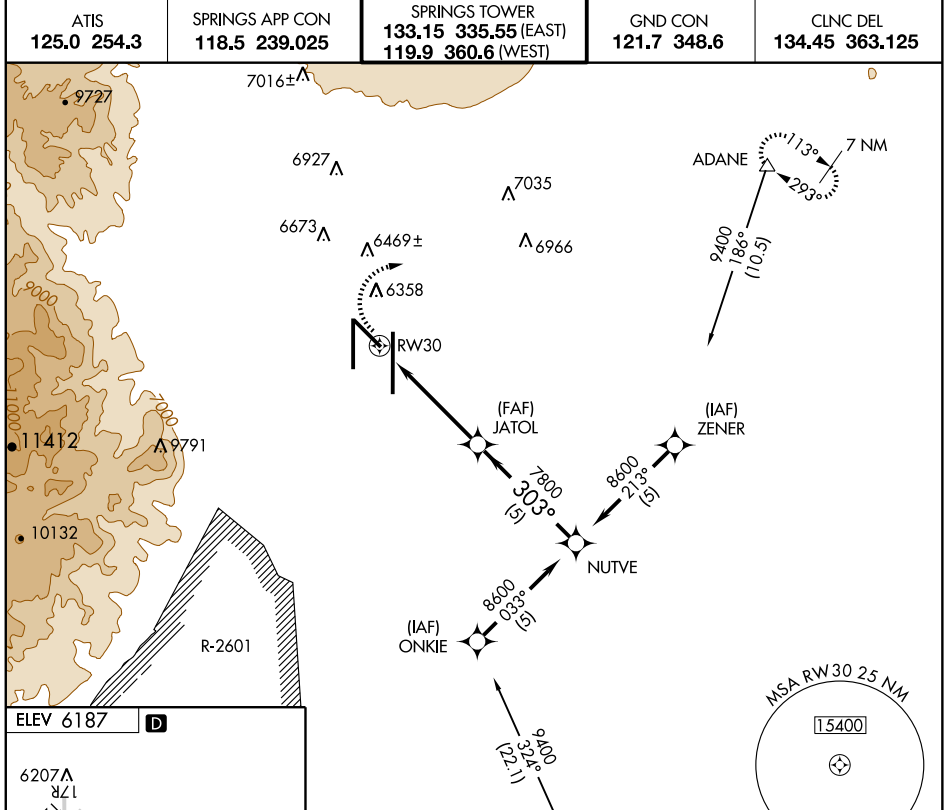
| APP CRS | Rwy ldg | 7914 |
|---|---|---|
| 303° | TDZE | 6156 |
| | Apt Elev | 6187 |

# RNAV (GPS) RWY 30
## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

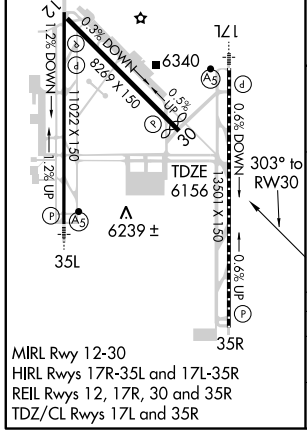
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct ADANE and hold.

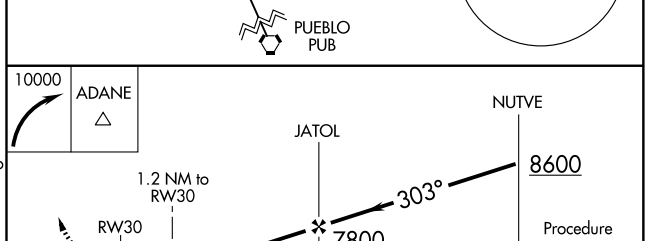
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |




ELEV 6187 D




MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6580-1 424 (400-1) | | 6580-1¼ 424 (400-1¼) | |
| CIRCLING | 6740-1 553 (600-1) | | 6740-1½ 553 (600-1½) | 6800-2 613 (700-2) |

| WAAS CH 53602 W35A | APP CRS 348° | Rwy ldg 13501 TDZE 6118 Apt Elev 6187 |
|---|---|---|

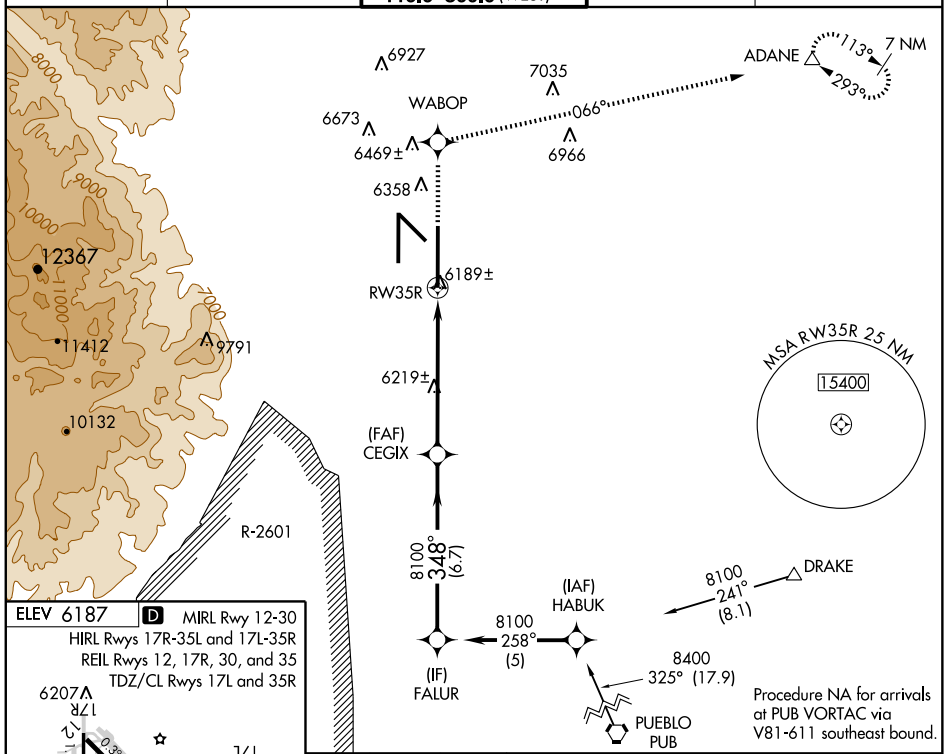
# RNAV (GPS) RWY 35R

## COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Baro-VNAV NA when using Centennial altimeter setting. If local altimeter setting not received, use Centennial altimeter setting and increase all DAs/MDAs 160 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 37°C (98°F).
DME/DME RNP -0.3 NA. VDP NA when using Centennial altimeter setting.

MISSED APPROACH: Climb to 10000 direct WABOP and via 066° track to ADANE and hold, continue climb-in-hold to 10000.

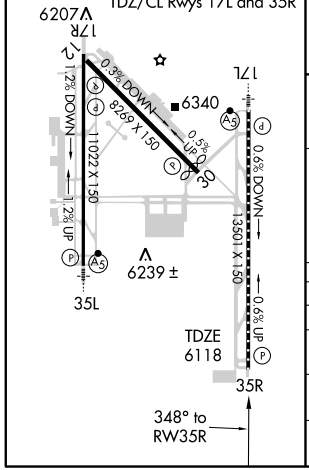
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 118.5 239.025 | 133.15 335.55 (EAST) 119.9 360.6 (WEST) | 121.7 348.6 | 134.45 363.125 |

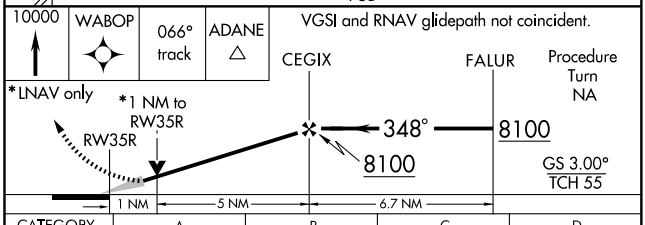



Procedure NA for arrivals at PUB VORTAC via V81-611 southeast bound.

ELEV 6187

D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30, and 35
TDZ/CL Rwys 17L and 35R



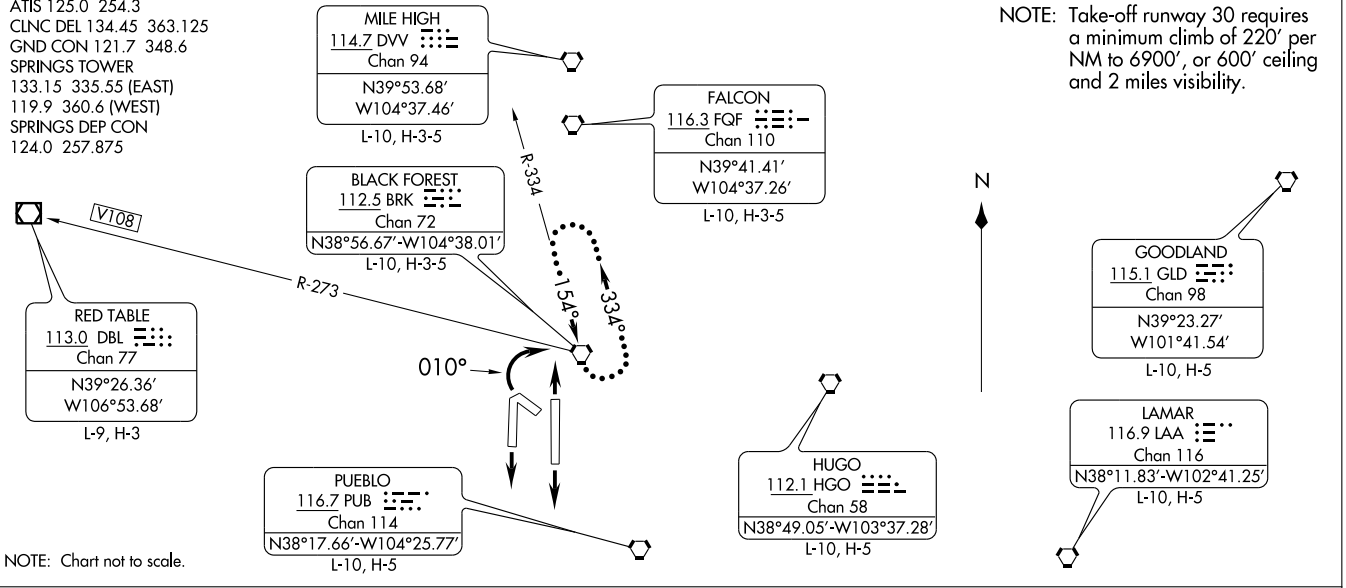




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6368-1 250 (200-1) | | | |
| LNAV/VNAV DA | 6459-1¼ 341 (300-1¼) | | | |
| LNAV MDA | 6480-1 362 (300-1) | | | 6480-1¼ 362 (300-1¼) |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6760-1½ 573 (600-1½) | 6840-2 653 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

ATIS 125.0 254.3
CLNC DEL 134.45 363.125
GND CON 121.7 348.6
SPRINGS TOWER
133.15 335.55 (EAST)
119.9 360.6 (WEST)
SPRINGS DEP CON
124.0 257.875

NOTE: Take-off runway 30 requires a minimum climb of 220′ per NM to 6900′, or 600′ ceiling and 2 miles visibility.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12, 17R/L, 35R/L: Fly runway/assigned heading for radar vectors to filed/assigned route. Thence . . . .
TAKE-OFF RUNWAY 30: Turn right within 2 NM heading 010° or assigned heading for radar vectors to filed/assigned route. Thence . . . .

. . . . Maintain 10,000′. Expect clearance to filed altitude 10 minutes after departure.

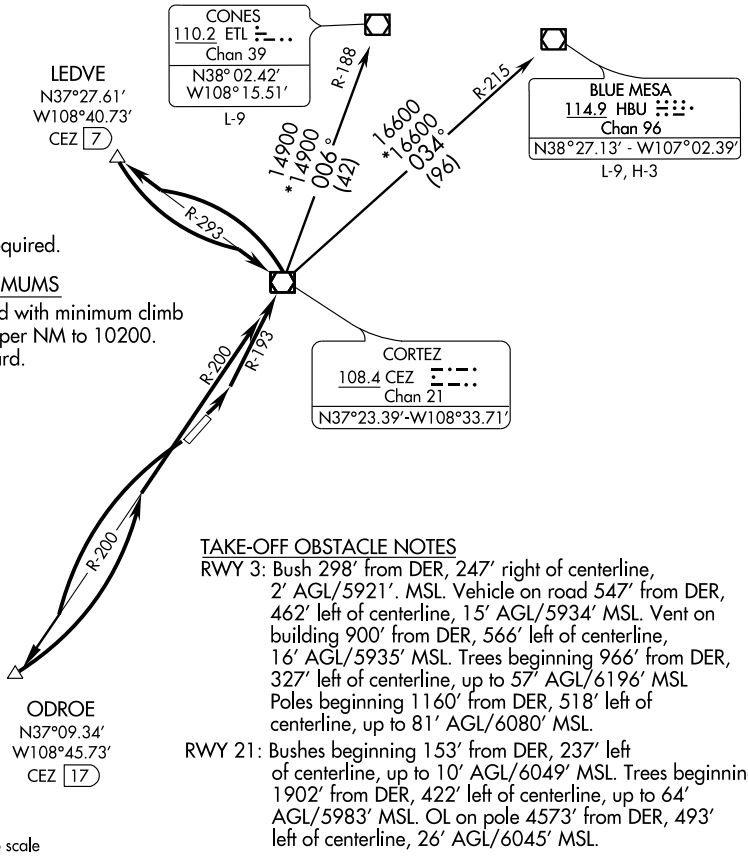
LOST COMMUNICATIONS: If not in contact with ATC within 1 minute after departure from runways 12 and 17L/R turn left, from runways 30 and 35L/R turn right. All aircraft climb to filed altitude via direct BRK VORTAC, thence via filed/assigned route. Aircraft filed V108 westbound: continue climb in holding pattern to cross BRK VORTAC at or above 14,000′.

# CORTEZ ONE DEPARTURE

SL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

ASOS
135.625
DENVER CENTER
118.575 348.7
CTAF
122.8




NOTE: DME Required.

TAKE-OFF MINIMUMS

Rwy 3: Standard with minimum climb of 220′ per NM to 10200.
Rwy 21: Standard.

TAKE-OFF OBSTACLE NOTES

RWY 3: Bush 298′ from DER, 247′ right of centerline, 2′ AGL/5921′. MSL. Vehicle on road 547′ from DER, 462′ left of centerline, 15′ AGL/5934′ MSL. Vent on building 900′ from DER, 566′ left of centerline, 16′ AGL/5935′ MSL. Trees beginning 966′ from DER, 327′ left of centerline, up to 57′ AGL/6196′ MSL Poles beginning 1160′ from DER, 518′ left of centerline, up to 81′ AGL/6080′ MSL.

RWY 21: Bushes beginning 153′ from DER, 237′ left of centerline, up to 10′ AGL/6049′ MSL. Trees beginning 1902′ from DER, 422′ left of centerline, up to 64′ AGL/5983′ MSL. OL on pole 4573′ from DER, 493′ left of centerline, 26′ AGL/6045′ MSL.

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn to 7100 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8600 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 10200 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence....

TAKE-OFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 10200 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence . . . .

. . . .via (transition) or (assigned route).

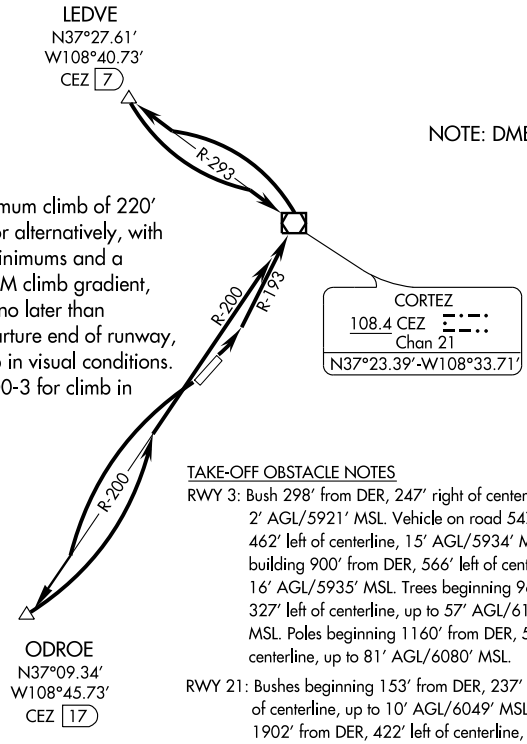
CONES TRANSITION (CEZ1.ETL): From over CEZ VOR/DME via CEZ R-006 and ETL R-188 to ETL VOR/DME.

BLUE MESA TRANSITION (CEZ1.HBU): From over CEZ VOR/DME via CEZ R-034 and HBU R-215 to HBU VOR/DME.

# LEDVE ONE DEPARTURE (OBSTACLE)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

ASOS
135.625
DENVER CENTER
118.575 348.7
CTAF
122.8




NOTE: DME required.

TAKE-OFF MINIMUMS

RWY 3: Standard with minimum climb of 220′ per NM to 6300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1600′ prior to departure end of runway, or 4300-3 for climb in visual conditions.

RWY 21: Standard, or, 4300-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 3: Bush 298′ from DER, 247′ right of centerline, 2′ AGL/5921′ MSL. Vehicle on road 547′ from DER, 462′ left of centerline, 15′ AGL/5934′ MSL. Vent on building 900′ from DER, 566′ left of centerline, 16′ AGL/5935′ MSL. Trees beginning 966′ from DER, 327′ left of centerline, up to 57′ AGL/6196′ MSL. Poles beginning 1160′ from DER, 518′ left of centerline, up to 81′ AGL/6080′ MSL.

RWY 21: Bushes beginning 153′ from DER, 237′ left of centerline, up to 10′ AGL/6049′ MSL. Trees beginning 1902′ from DER, 422′ left of centerline, up to 64′ AGL/5983′ MSL. OL on pole 4573′ from DER, 493′ left of centerline, 26′ AGL/6045′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

TAKE-OFF RWY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross CORTEZ MUNI at or above 10100. Thence ....

.... via (assigned route).

| APP CRS | Rwy ldg | 7205 |
|---|---|---|
| 024° | TDZE | 5918 |
| | Apt Elev | 5918 |

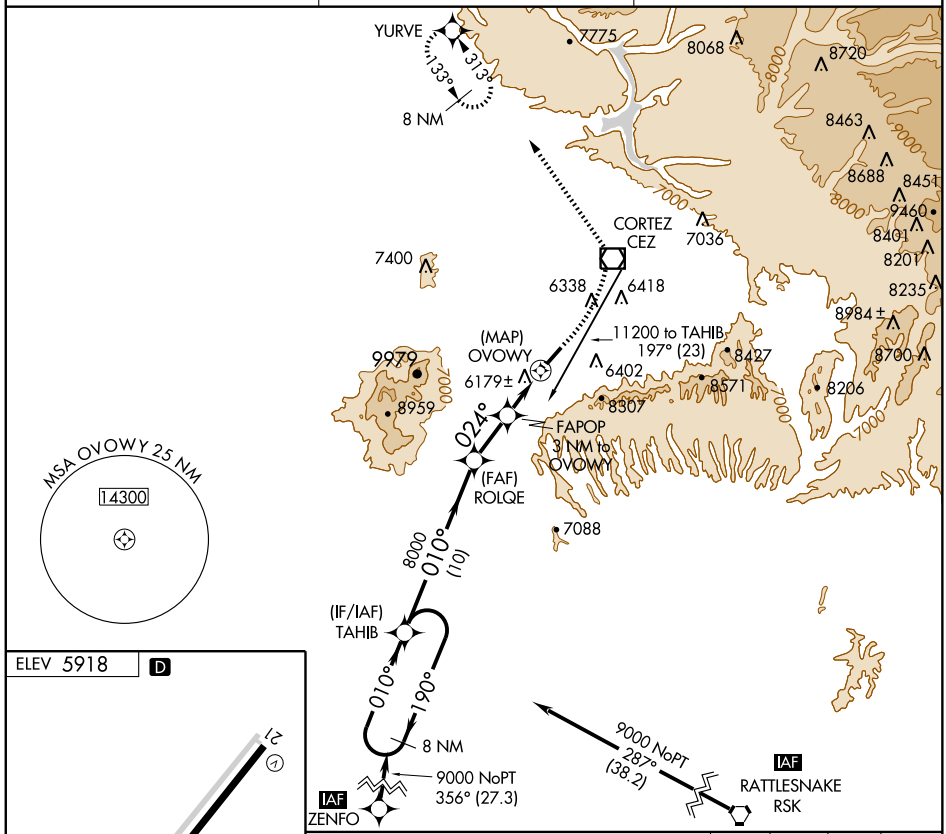
# RNAV (GPS) RWY 3
## CORTEZ MUNI (CEZ)

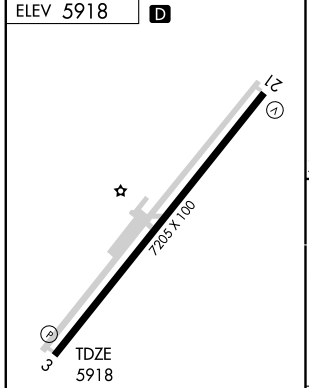
T
NA

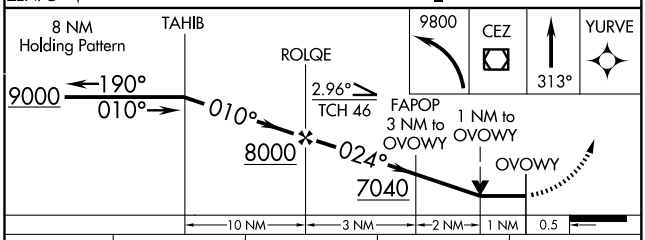
IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 118.575 348.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6440-1 522 (600-1) | | 6440-1½ 522 (600-1½) | 6440-1¾ 522 (600-1¾) |
| CIRCLING | 6560-1 642 (700-1) | | 6600-2 682 (700-2) | 6800-3 882 (900-3) |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 7205 |
|---|---|---|
| 210° | TDZE | 5913 |
| | Apt Elev | 5918 |

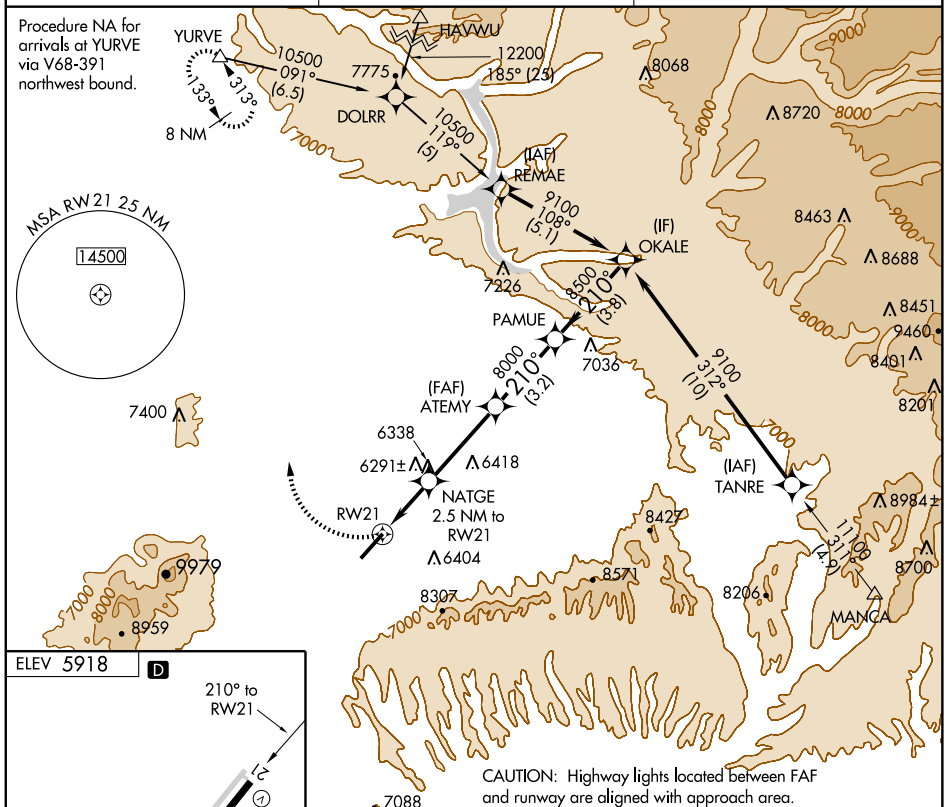
# RNAV (GPS) Y RWY 21

## CORTEZ MUNI (CEZ)

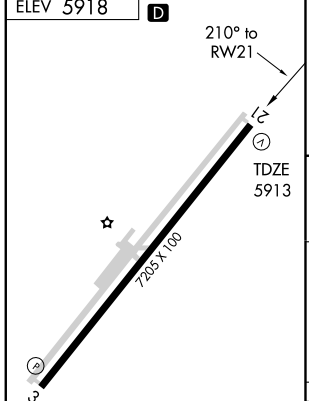
DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.

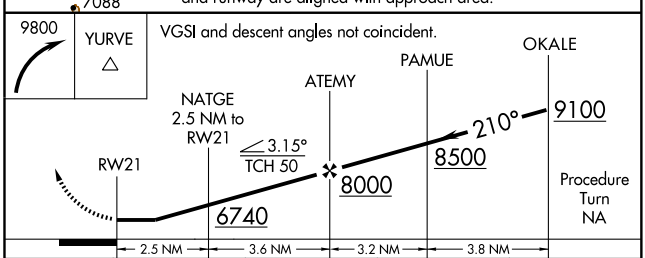
MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 118.575 348.7 | 122.8 (CTAF) L |




CAUTION: Highway lights located between FAF and runway are aligned with approach area.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6560-1 647 (700-1) | | 6560-1¾ 647 (700-1¾) | 6560-2 647 (700-2) |
| CIRCLING | 6560-1 642 (700-1) | | 6600-2 682 (700-2) | 6800-3 882 (900-3) |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

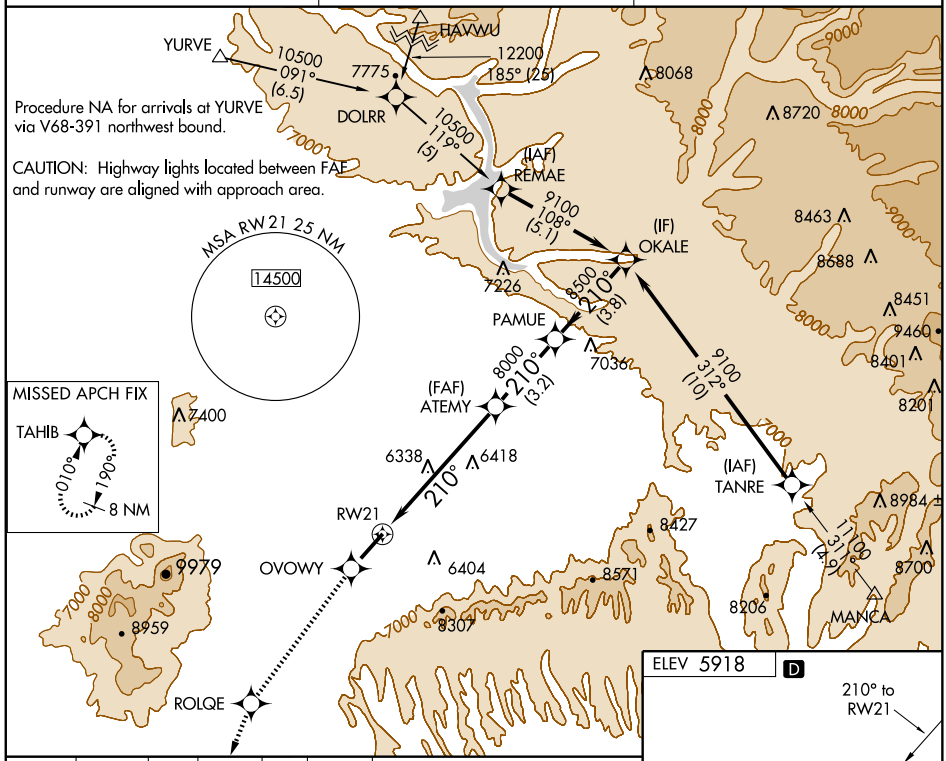
| WAAS CH 99699 W21A | APP CRS 210° | Rwy ldg 7205<br>TDZE 5913<br>Apt Elev 5918 |
|---|---|---|

# RNAV (GPS) Z RWY 21
## CORTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

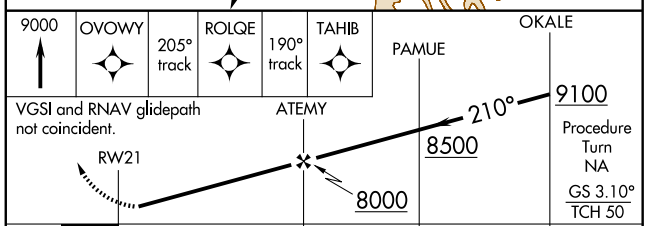
MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 118.575 348.7 | 122.8 (CTAF) L |

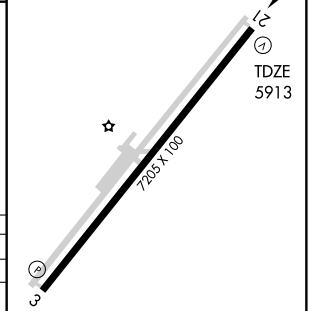



| 9000 | OVOWY | 205° track | ROLQE | 190° track | TAHIB |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6215-1 302 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 7140-1¼ 1227 (1300-1¼) | 7140-1½ 1227 (1300-1½) | 7140-3 1227 (1300-3) | |
| CIRCLING | 7140-1¼ 1222 (1300-1¼) | 7140-1½ 1222 (1300-1½) | 7140-3 1222 (1300-3) | |




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

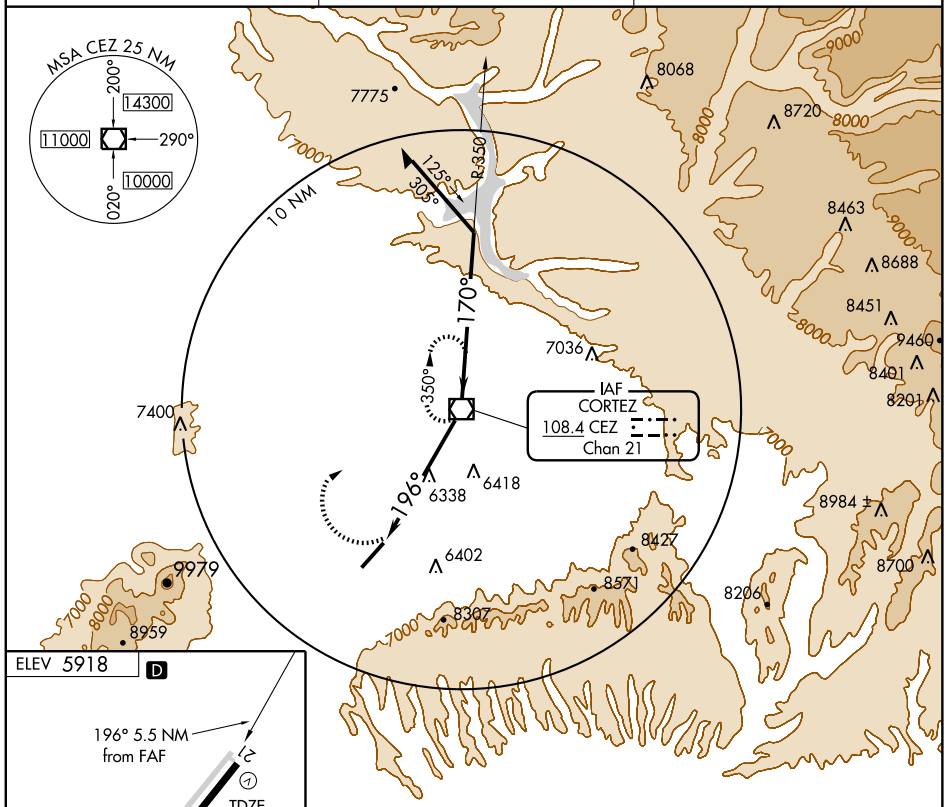
| VOR/DME CEZ 108.4 Chan 21 | APP CRS 196° | Rwy ldg 7205<br>TDZE 5913<br>Apt Elev 5918 |
|---|---|---|

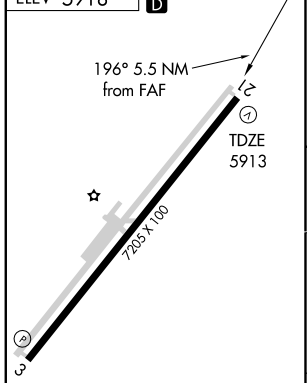
# VOR RWY 21
## CORTEZ MUNI (CEZ)

CAUTION: Highway lights located between facility and runway are aligned with approach area.

MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

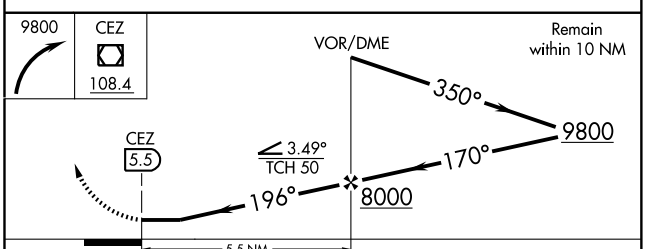
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 118.575 348.7 | 122.8 (CTAF) |




REIL Rwys 3 and 21
MIRL Rwy 3-21

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 6600-1 687 (700-1) | | 6600-2 687 (700-2) | 6600-2¼ 687 (700-2¼) |
| CIRCLING | 6600-1 682 (700-1) | | 6600-2 682 (700-2) | 6800-3 882 (900-3) |

SW-1, 03 JUN 2010 to 01 JUL 2010

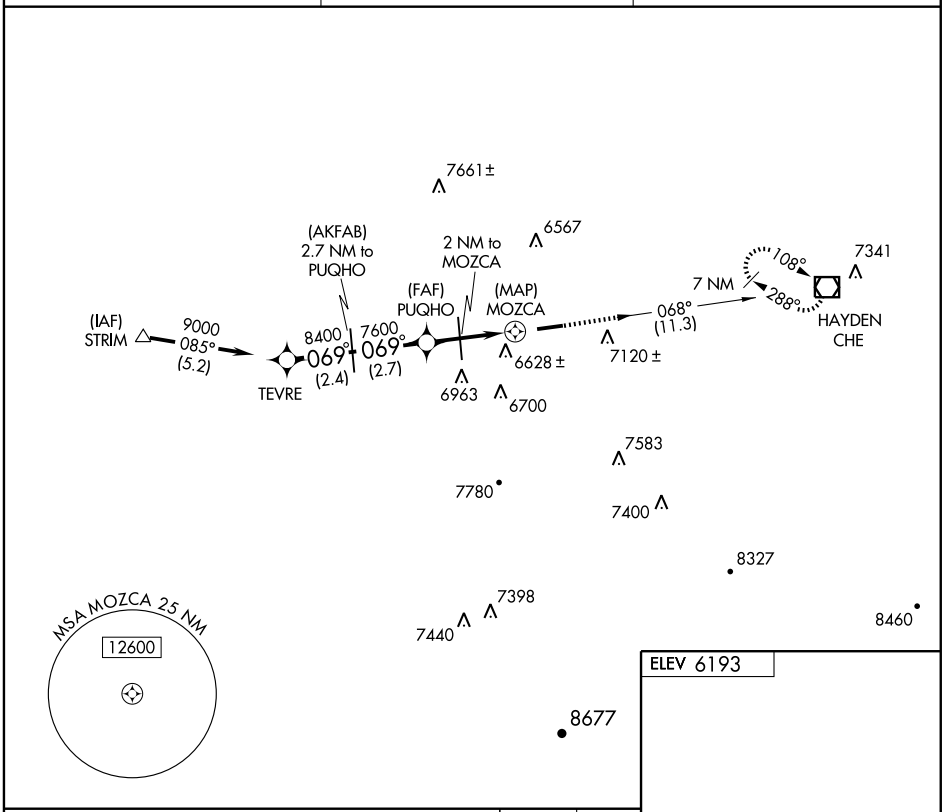
| APP CRS | Rwy ldg | 5600 |
|---|---|---|
| 069° | TDZE | 6188 |
| | Apt Elev | 6193 |

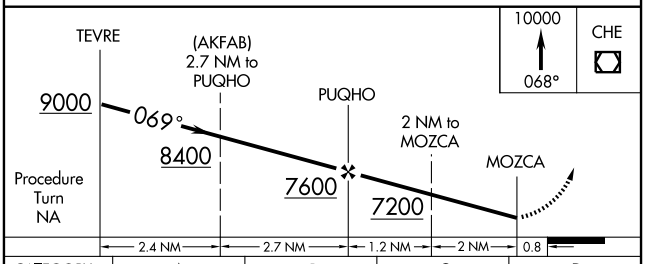
# GPS RWY 7
## CRAIG-MOFFAT (CAG)

NA

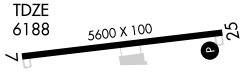
MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |




ELEV 6193




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 6940-1<br>752 (800-1) | 6940-1¼<br>752 (800-1¼) | 6940-2¼<br>752 (800-2¼) | 6940-2½<br>752 (800-2½) |
| CIRCLING | 7220-1¼<br>1027 (1100-1¼) | 7320-1½<br>1127 (1200-1½) | 7420-3 1227 (1300-3) | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SW-1, 03 JUN 2010 to 01 JUL 2010

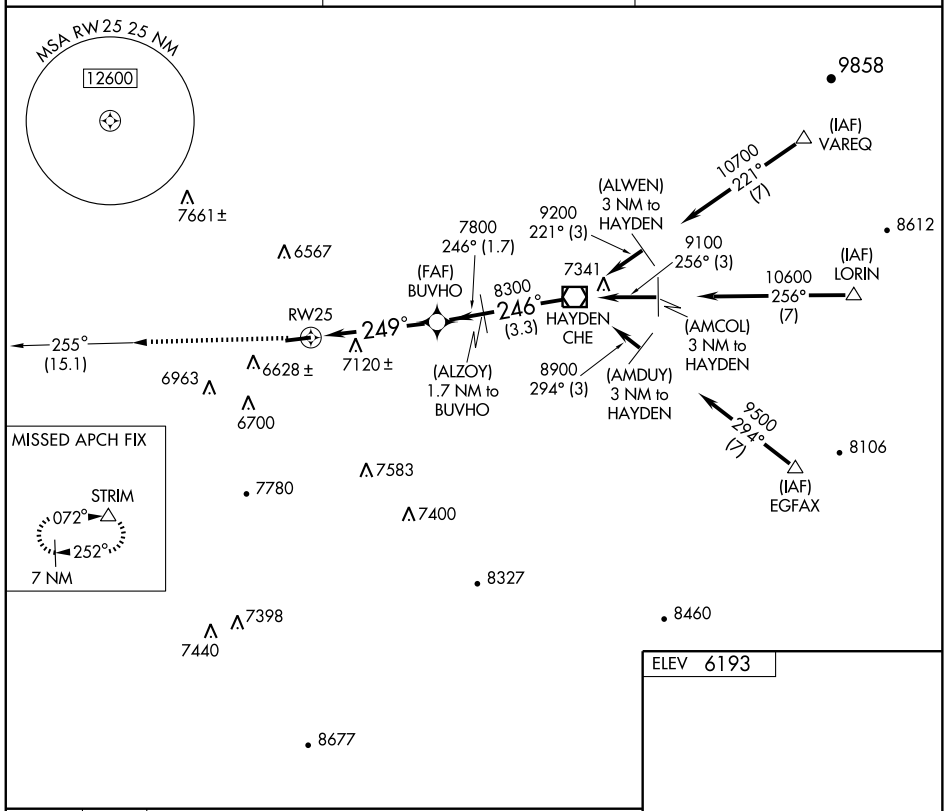
| APP CRS | Rwy ldg | 5600 |
|---|---|---|
| 249° | TDZE | 6193 |
| | Apt Elev | 6193 |

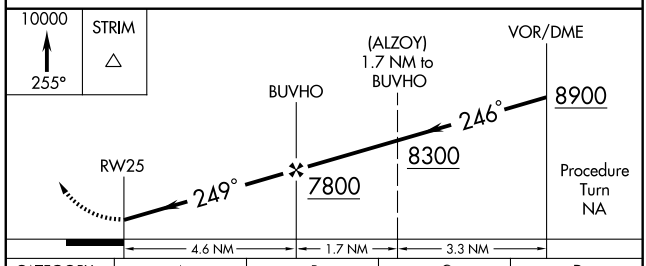
# GPS RWY 25
## CRAIG-MOFFAT (CAG)

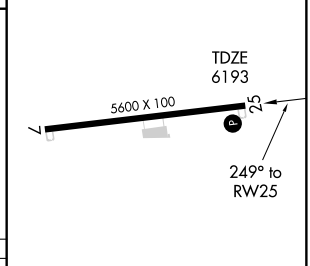
NA

MISSED APPROACH: Climb to 10000 via 255° course to STRIM WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 7380-1¼ 1187 (1200-1¼) | 7380-1½ 1187 (1200-1½) | 7380-3 1187 (1200-3) | |
| CIRCLING | 7380-1¼ 1187 (1200-1¼) | 7380-1½ 1187 (1200-1½) | 7420-3 1227 (1300-3) | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

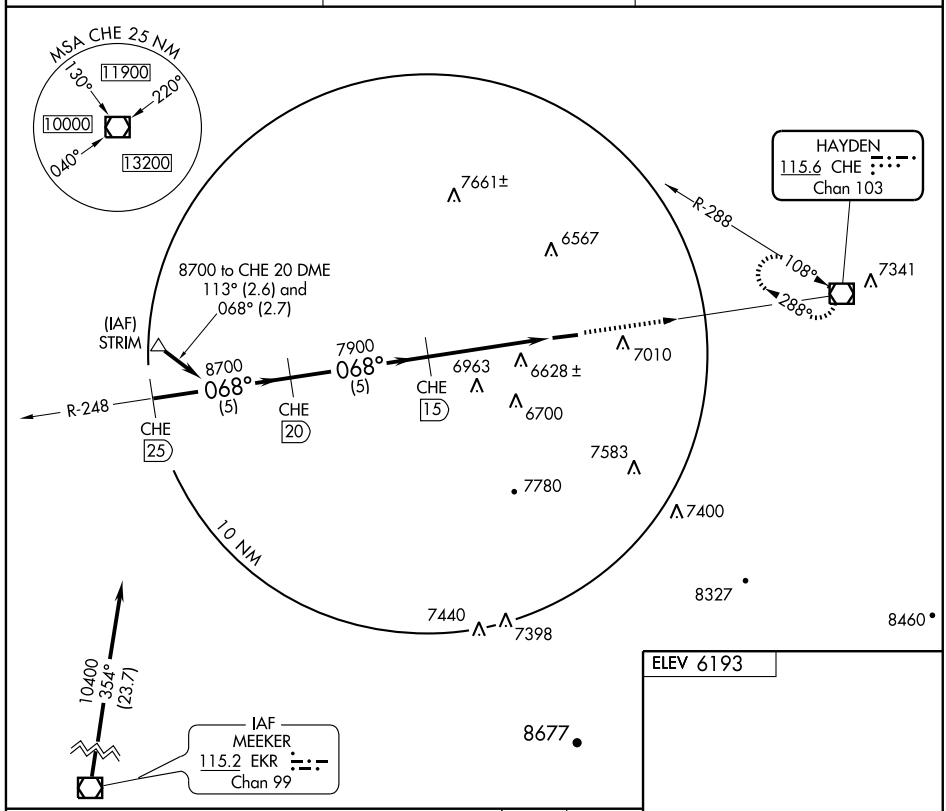
SW-1, 03 JUN 2010 to 01 JUL 2010

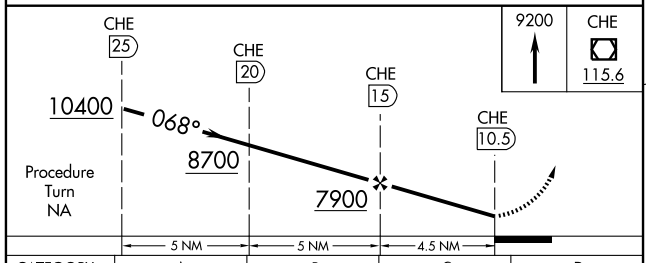
| VOR/DME CHE 115.6 Chan 103 | APP CRS 068° | Rwy ldg 5600<br>TDZE 6193<br>Apt Elev 6193 |
|---|---|---|

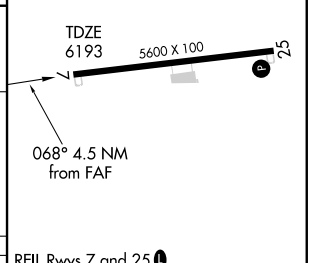
# VOR/DME RWY 7
## CRAIG-MOFFAT (CAG)

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 7220-1¼<br>1027 (1100-1¼) | 7220-1½<br>1027 (1100-1½) | 7220-3 1027 (1100-3) | |
| CIRCLING | 7220-1¼<br>1027 (1100-1¼) | 7320-1½<br>1127 (1200-1½) | 7420-3 1227 (1300-3) | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

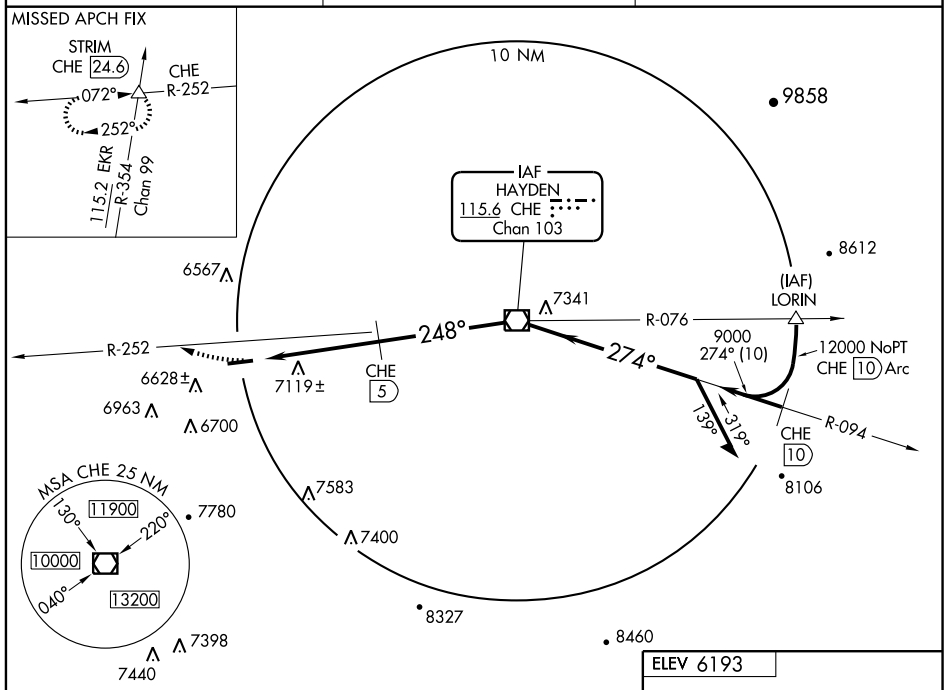
| VOR/DME CHE 115.6 Chan 103 | APP CRS 248° | Rwy ldg 5600<br>TDZE 6192<br>Apt Elev 6193 |
|---|---|---|

# VOR RWY 25
## CRAIG-MOFFAT (CAG)

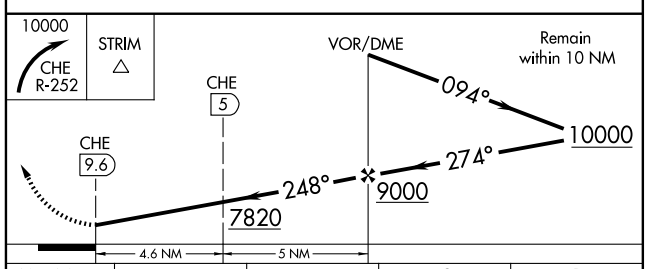
T
A

MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM Int and hold.

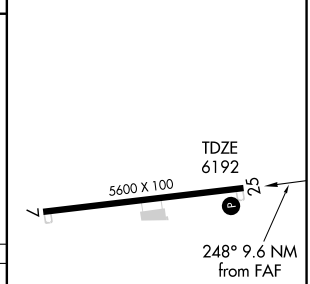
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |




SW-1, 03 JUN 2010 to 01 JUL 2010




ELEV 6193




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 7820-1¼<br>1628 (1700-1¼) | 7820-1½<br>1628 (1700-1½) | 7820-3 | 1628 (1700-3) |
| CIRCLING | 7820-1¼<br>1627 (1700-1¼) | 7820-1½<br>1627 (1700-1½) | 7820-3 | 1627 (1700-3) |
| DME MINIMA | | | | |
| S-25 | 7380-1¼<br>1188 (1200-1¼) | 7380-1½<br>1188 (1200-1½) | 7380-3 | 1188 (1200-3) |
| CIRCLING | 7380-1¼<br>1187 (1200-1¼) | 7380-1½<br>1187 (1200-1½) | 7420-3 | 1227 (1300-3) |

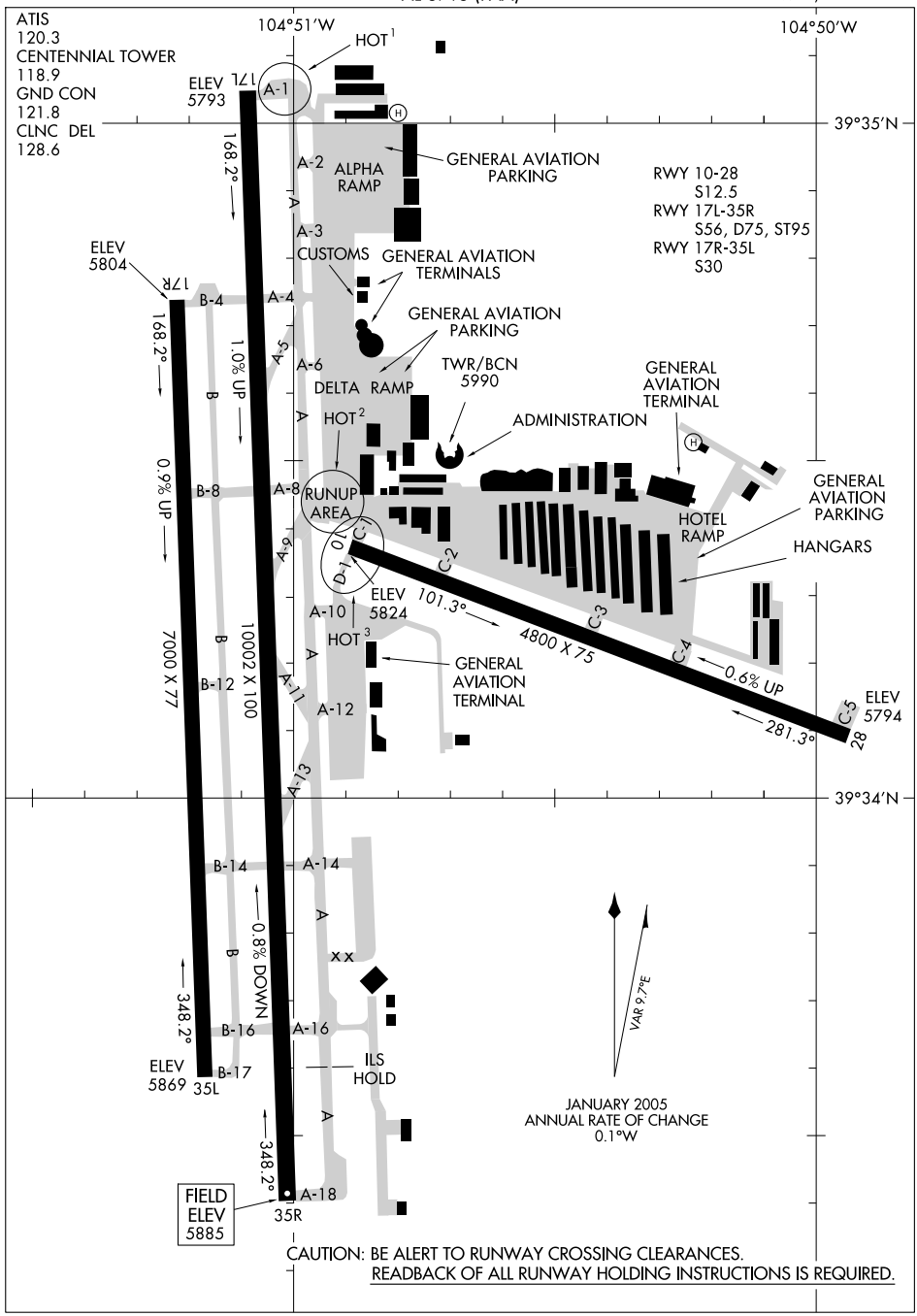
REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

| FAF to MAP 9.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

# AIRPORT DIAGRAM

AL-5715 (FAA)

DENVER/ CENTENNIAL (APA)
DENVER, COLORADO



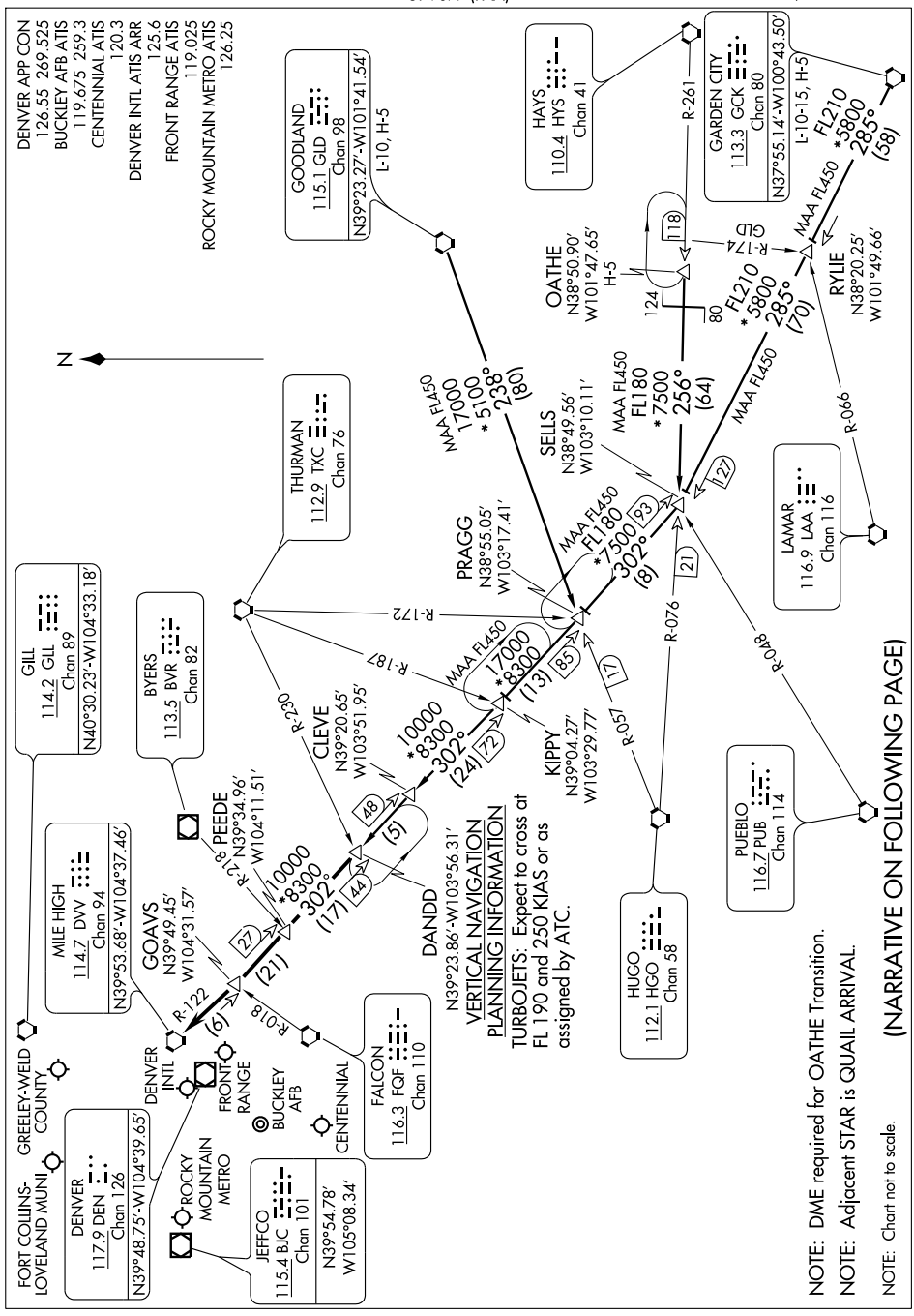

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

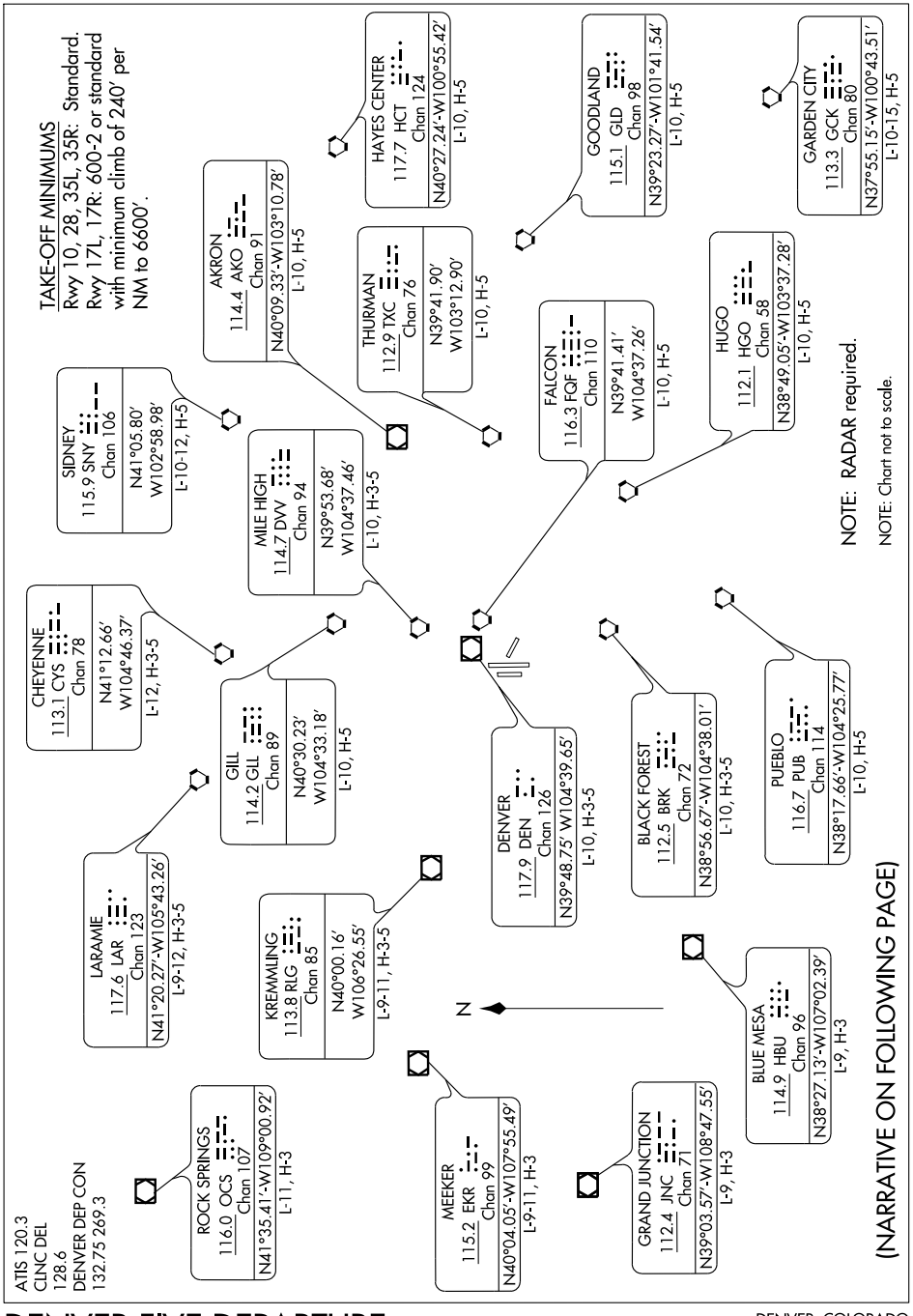
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE

SL-5715 (FAA)

DENVER/ CENTENNIAL (APA)
DENVER, COLORADO




SW-1, 02 JUN 2016 to 01 JUL 2016

# DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1. 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-APA | APP CRS | Rwy ldg 35R | | Rwy ldg 35L | |
|---|---|---|---|---|---|
| 111.3 | 347° | TDZE | 5885 | TDZE | 5869 |
| Chan 50 | | Apt Elev | 5885 | Apt Elev | 5885 |

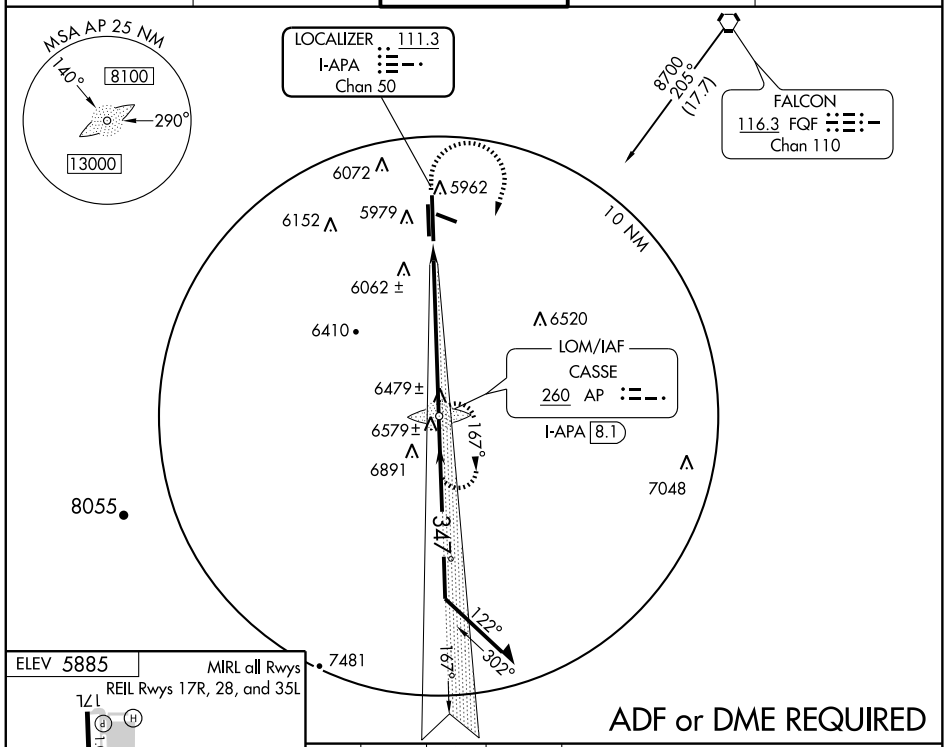
# ILS or LOC RWY 35R
## DENVER/ CENTENNIAL (APA)

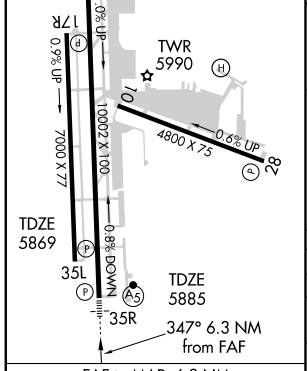
For inoperative MALSR, increase S-LOC CAT A visibility to 1 mile.
Circling to Rwy 10 not authorized at night.
ADF required until established on localizer inbound, maintain 9000 until 13 DME.

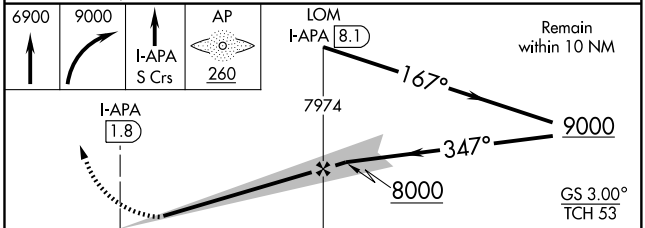
MALSR

MISSED APPROACH: Climb to 6900, then climbing right turn to 9000 to intercept I-APA South course to CASSE LOM/I-APA 8.1 DME and hold.

| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

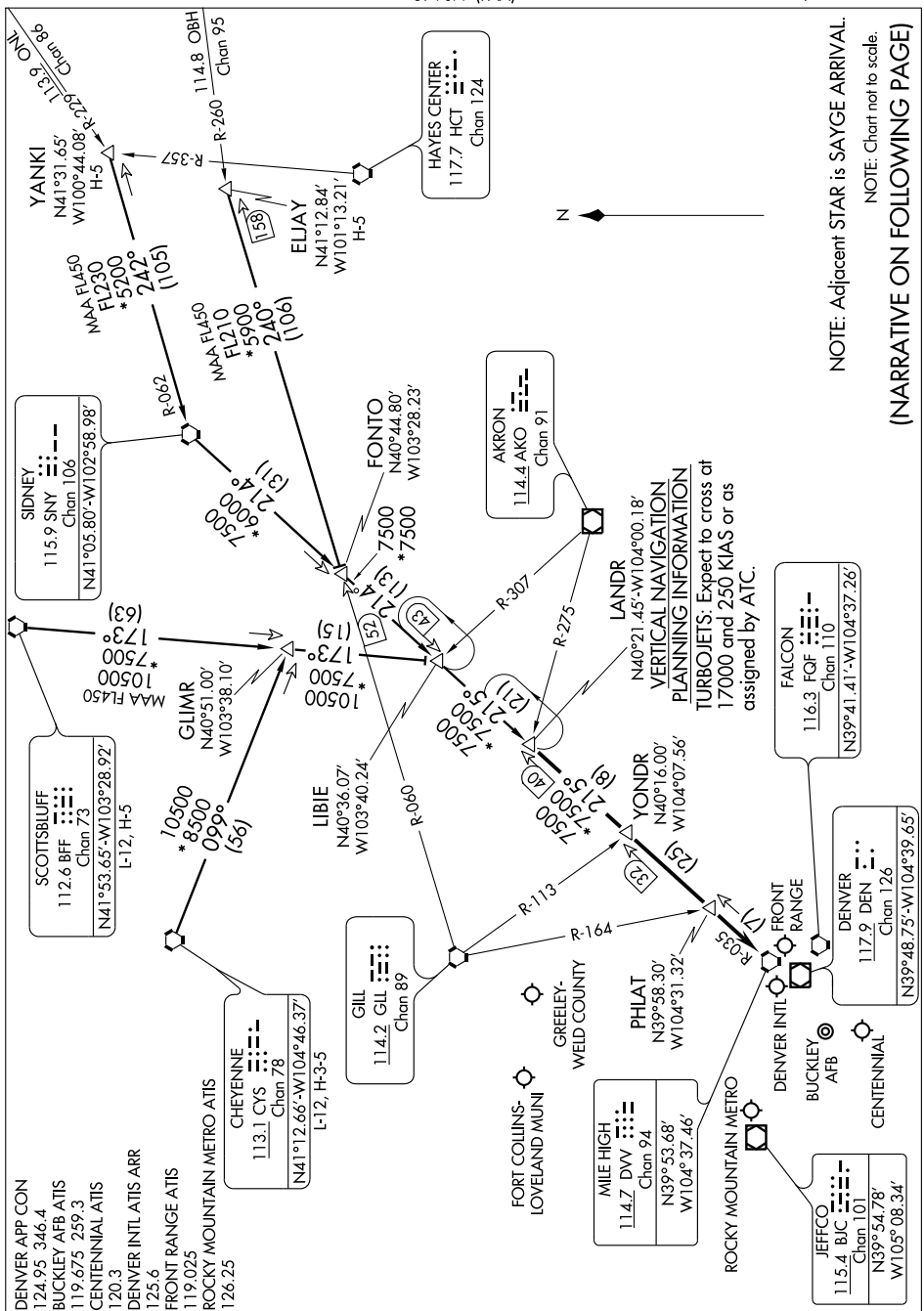
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 6085-½ 200 (200-½) | | | |
| S-LOC 35R | 6760-¾ 875 (900-¾) | | 6760-2 875 (900-2) | 6760-2¼ 875 (900-2¼) |
| SIDESTEP RWY 35L | 6760-1¼ 891 (900-1¼ ) | | 6760-2¾ 891 (900-2¾) | 6760-3 891 (900-3) |
| CIRCLING | 6760-1 875 (900-1) | 6760-1¼ 875 (900-1¼ ) | 6760-2½ 875 (900-2½) | 6760-2¾ 875 (900-2¾) |

SW-1, 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

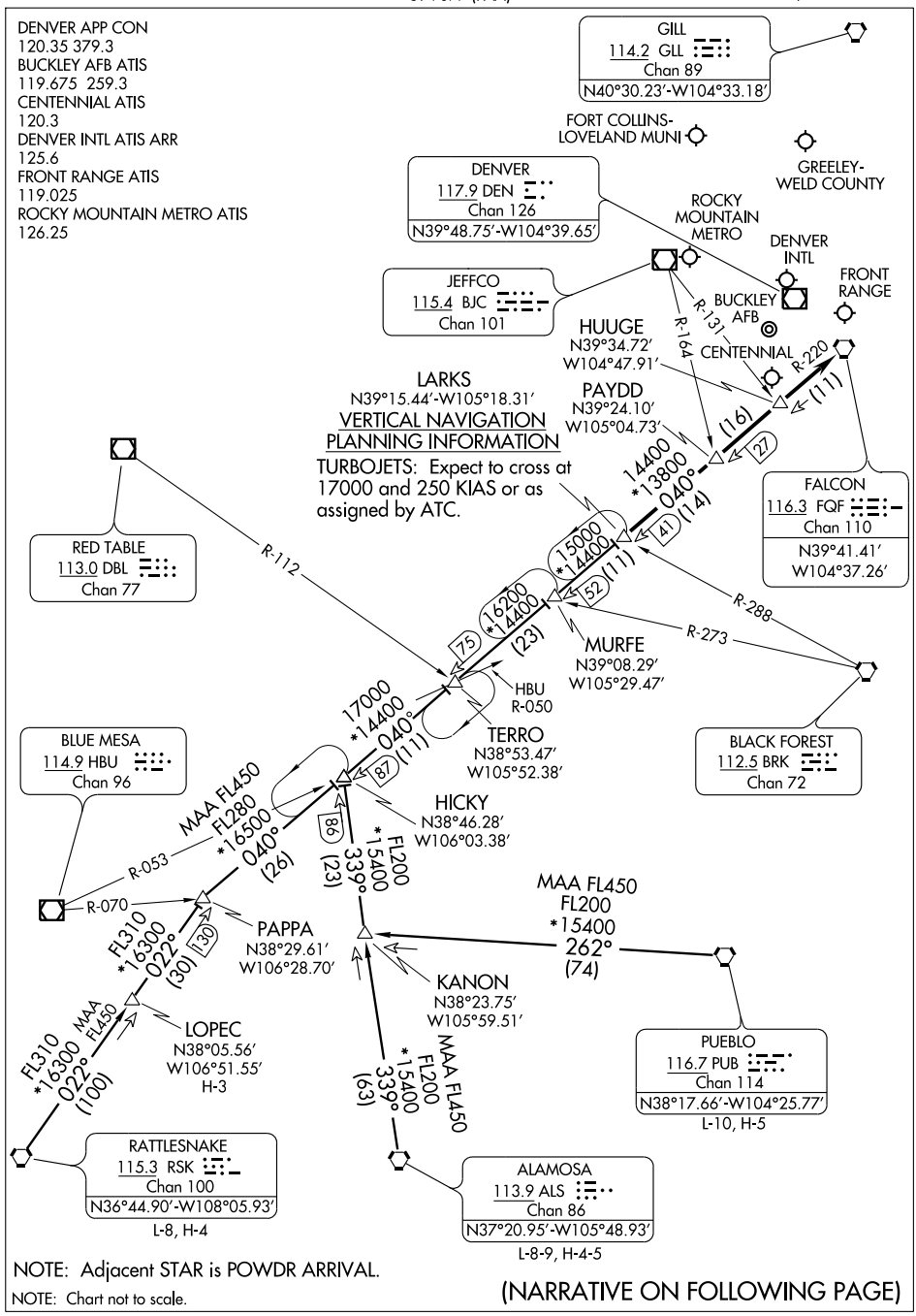
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOM AP | APP CRS | Rwy ldg | 10002 |
|---|---|---|---|
| 260 | 347° | TDZE | 5885 |
| | | Apt Elev | 5885 |

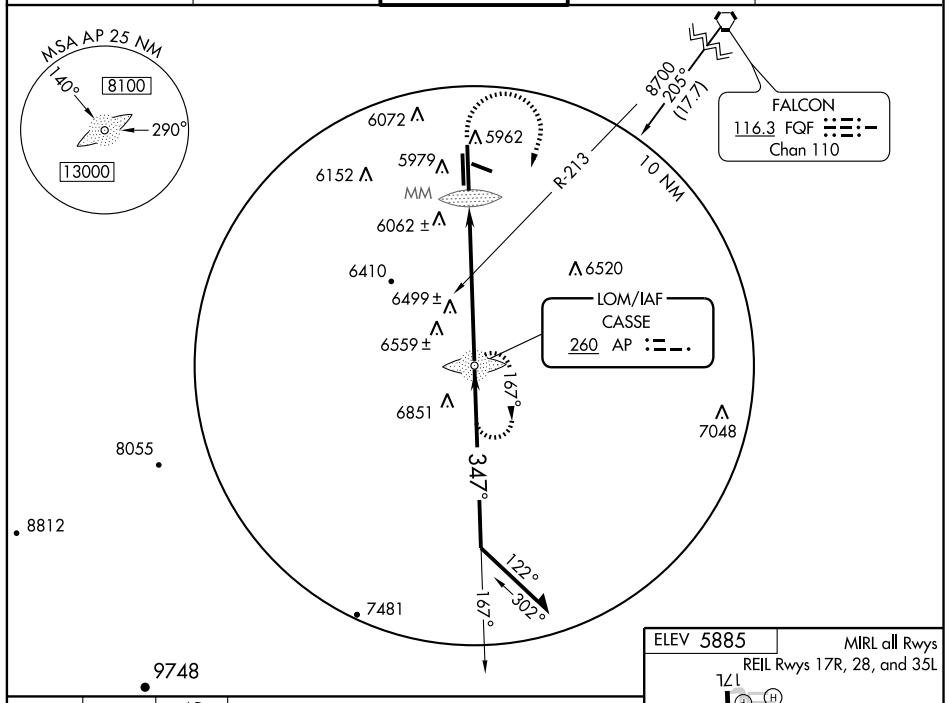
# NDB RWY 35R
## DENVER/ CENTENNIAL (APA)

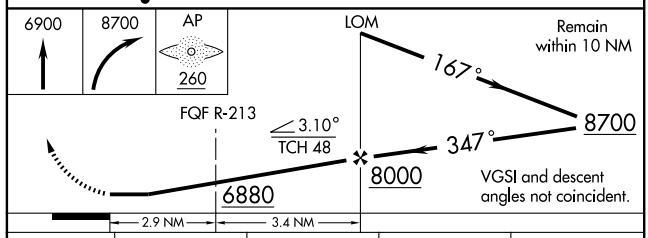
* For inoperative MALSR, increase S-35R Cat A visibility to 1¼, increase S-35R Cat B visibility to 1½.
# For inoperative MALSR, increase S-35R Cat A, B visibility to 1¼ . Circling to Rwy 10 not authorized at night.

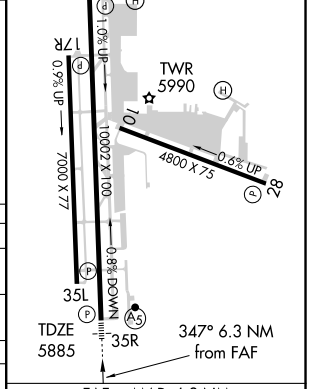
MALSR A5

MISSED APPROACH: Climb to 6900, then climbing right turn to 8700 direct AP LOM and hold.

| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R * | 6880-¾ 995 (1000- ¾ ) | 6880-1 995 (1000-1) | 6880-2½ 995 (1000-2½) | 6880-2¾ 995 (1000-2¾) |
| CIRCLING | 6880-1¼ 995 (1000-1¼ ) | 6880-1½ 995 (1000-1½) | 6880-3 995 (1000-3) | |
| VOR MINIMUMS | | | | |
| S-35R # | 6780-¾ 895 (900-¾) | | 6780-2¼ 895 (900-2¼) | 6780-2¾ 895 (900-2¾) |
| CIRCLING | 6780-1¼ 895 (900-1¼ ) | | 6780-2¾ 895 (900-2¾) | 6780-3 895 (900-3) |

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

SW-1, 03 JUN 2010 to 01 JUL 2010

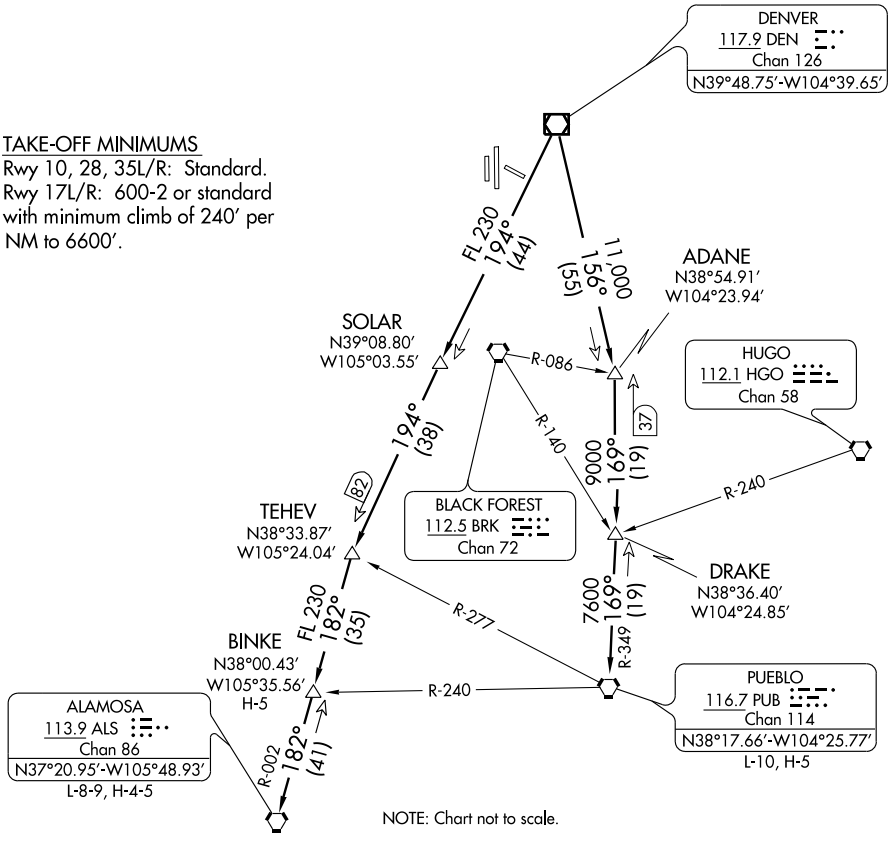
# PIKES FOUR DEPARTURE

SL-5715 (FAA)



ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L/R: Standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

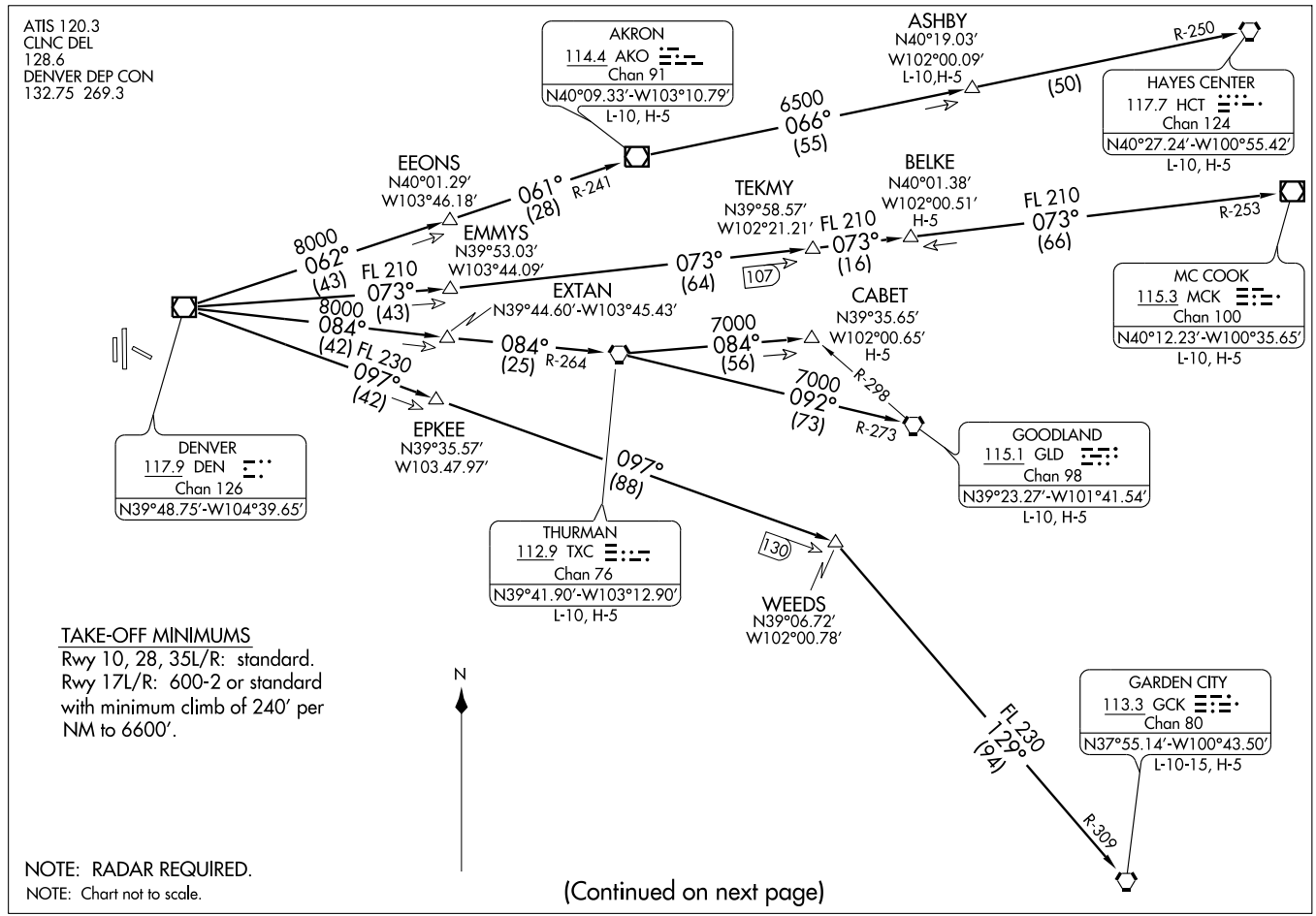
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# PLAINS FOUR DEPARTURE




TAKE-OFF MINIMUMS

Rwy 10, 28, 35L/R: standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

(Continued on next page)

SL-5715 (FAA)

DENVER/CENTENNIAL (APA)
DENVER, COLORADO

# PLAINS FOUR DEPARTURE SL-5715 (FAA)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

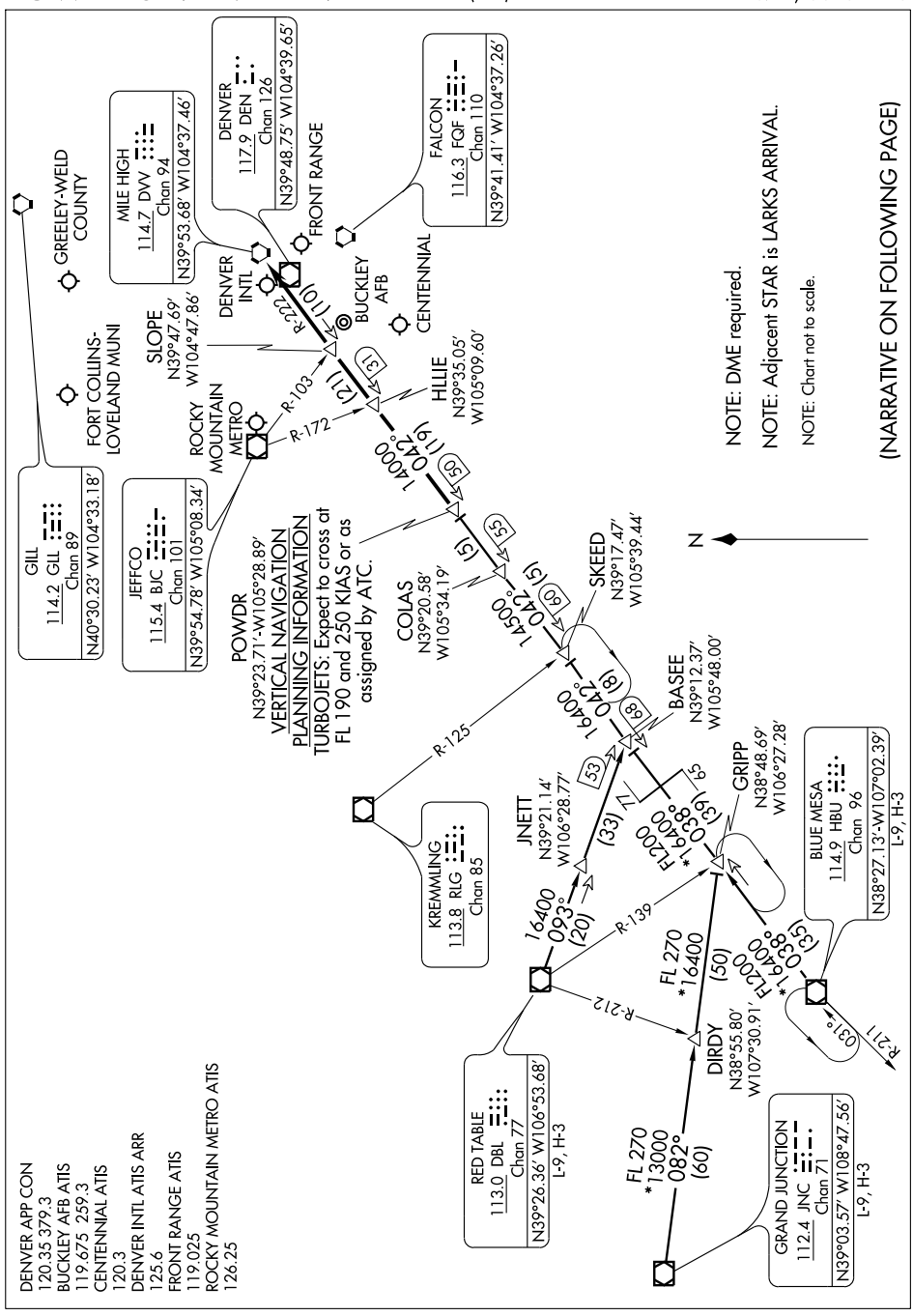
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

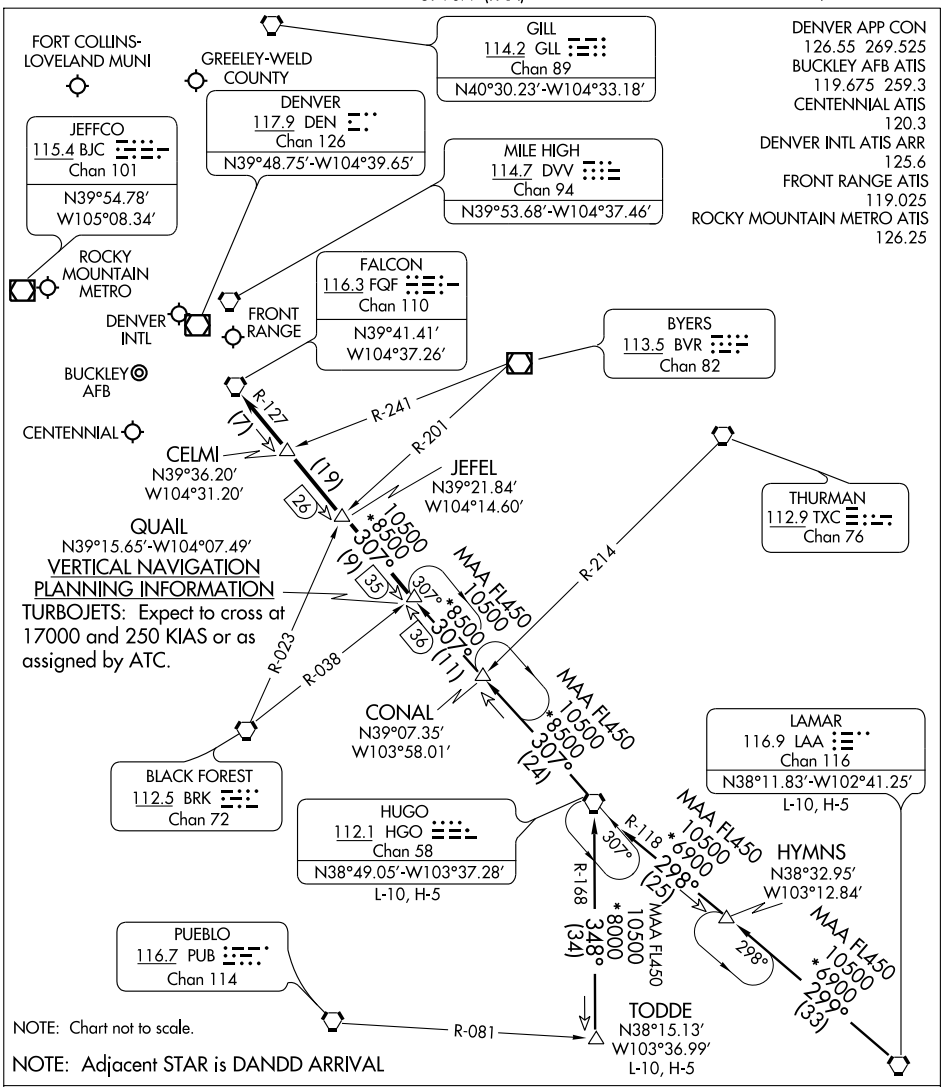
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

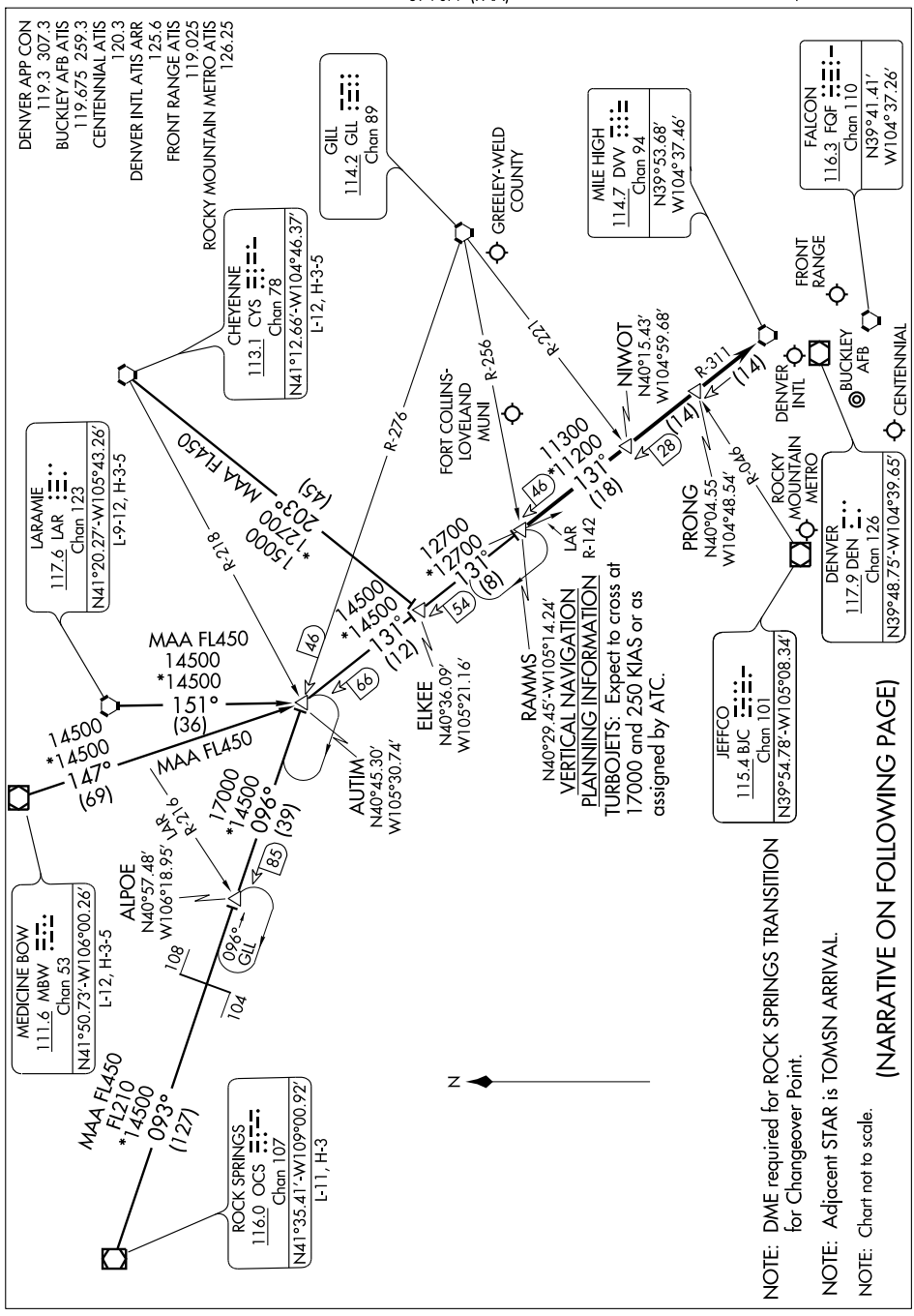
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 82107 W28A | APP CRS 280° | Rwy ldg 4800<br>TDZE 5813<br>Apt Elev 5885 |
|---|---|---|

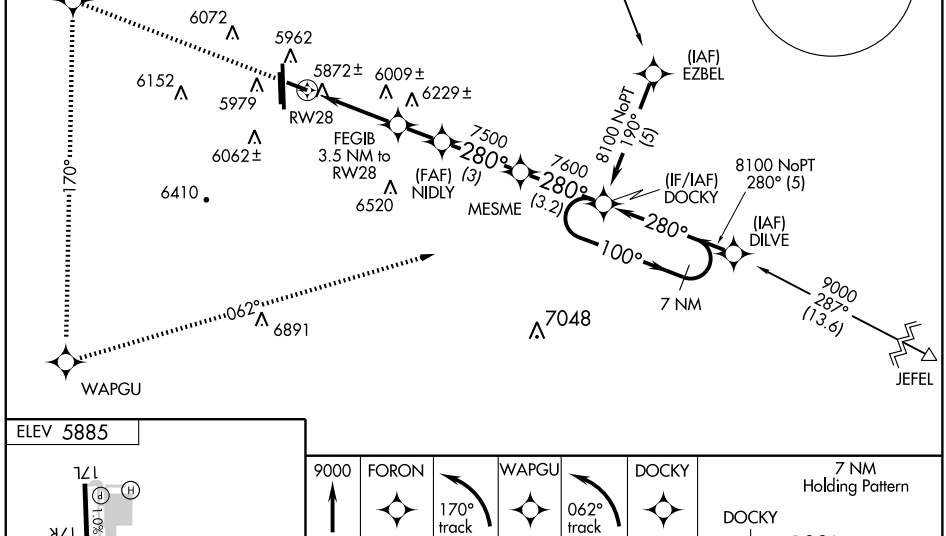
# RNAV (GPS) RWY 28
## DENVER/ CENTENNIAL (APA)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile and circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). VDP and Baro VNAV NA when using Denver Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

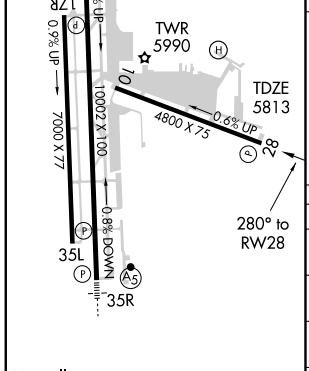
MISSED APPROACH: Climb to 9000 direct FORON and left turn via 170° track to WAPGU and left turn via 062° track to DOCKY and hold.

| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |

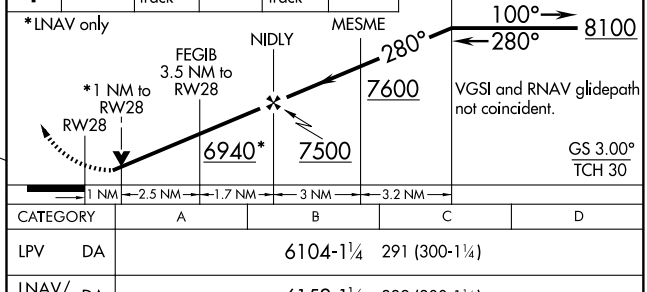
Procedure NA for arrivals on FQF VORTAC airway radials 148 CW 197.




ELEV 5885




MIRL all Rwys
REIL Rwys 17R, 28, and 35L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6104-1¼ 291 (300-1¼) | | | |
| LNAV/ VNAV DA | 6152-1¼ 339 (300-1¼) | | | |
| LNAV MDA | 6260-1 447 (400-1) | | 6260-1¼ 447 (400-1¼) | 6260-1½ 447 (400-1½) |
| CIRCLING | 6440-1 555 (600-1) | | 6440-1½ 555 (600-1½) | 6560-2¼ 675 (700-2¼) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 93508 W35A | APP CRS 347° | Rwy ldg 10002 TDZE 5885 Apt Elev 5885 |
|---|---|---|

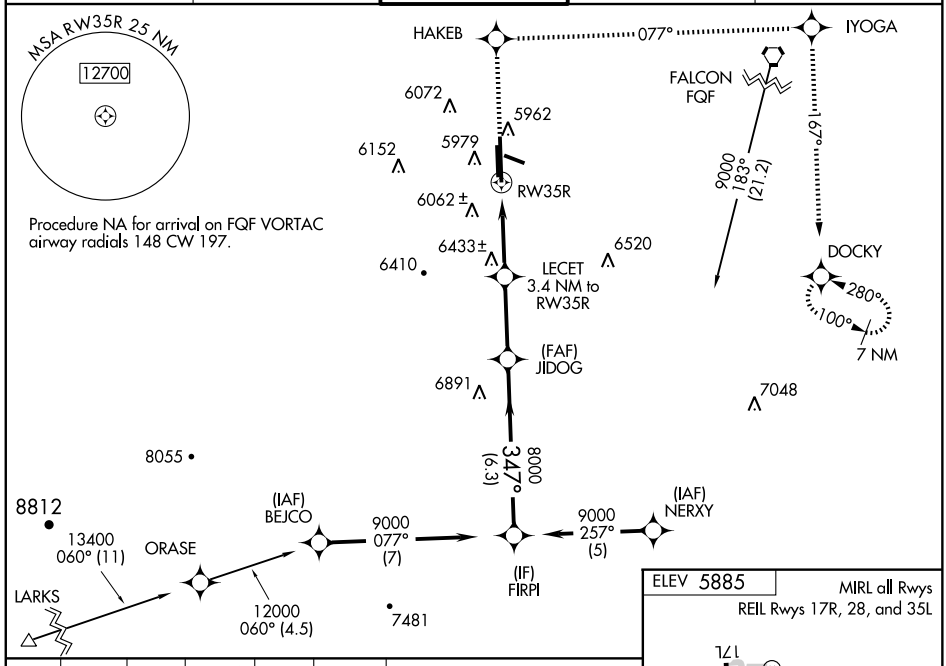
# RNAV (GPS) RWY 35R
## DENVER/ CENTENNIAL (APA)

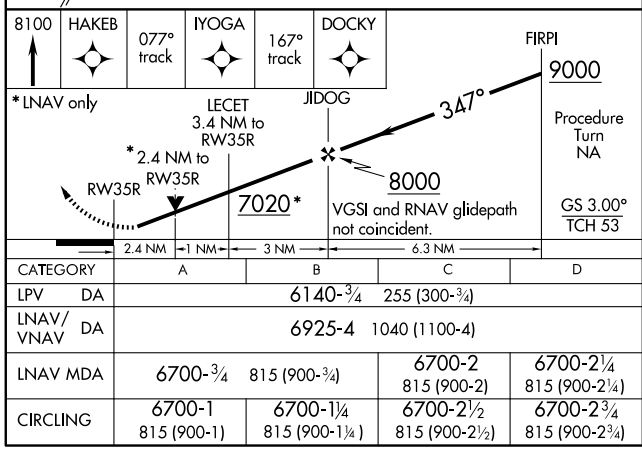
When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LNAV Cat C/D visibility ¼ mile and circling Cats A/C/D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR increase LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). Inoperative table does not apply to LPV and LNAV/VNAV. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA.

MALSR

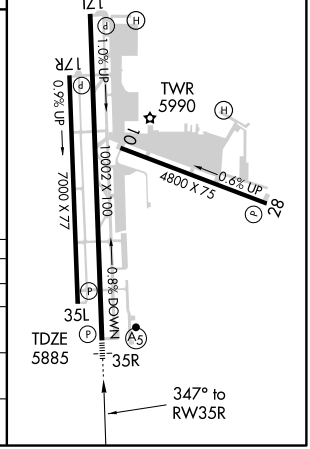
MISSED APPROACH: Climb to 8100 direct HAKEB and via 077° track to IYOGA and via 167° track to DOCKY and hold.

| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6140-¾ 255 (300-¾) | | | |
| LNAV/VNAV DA | 6925-4 1040 (1100-4) | | | |
| LNAV MDA | 6700-¾ 815 (900-¾) | | 6700-2 815 (900-2) | 6700-2¼ 815 (900-2¼) |
| CIRCLING | 6700-1 815 (900-1) | 6700-1¼ 815 (900-1¼) | 6700-2½ 815 (900-2½) | 6700-2¾ 815 (900-2¾) |

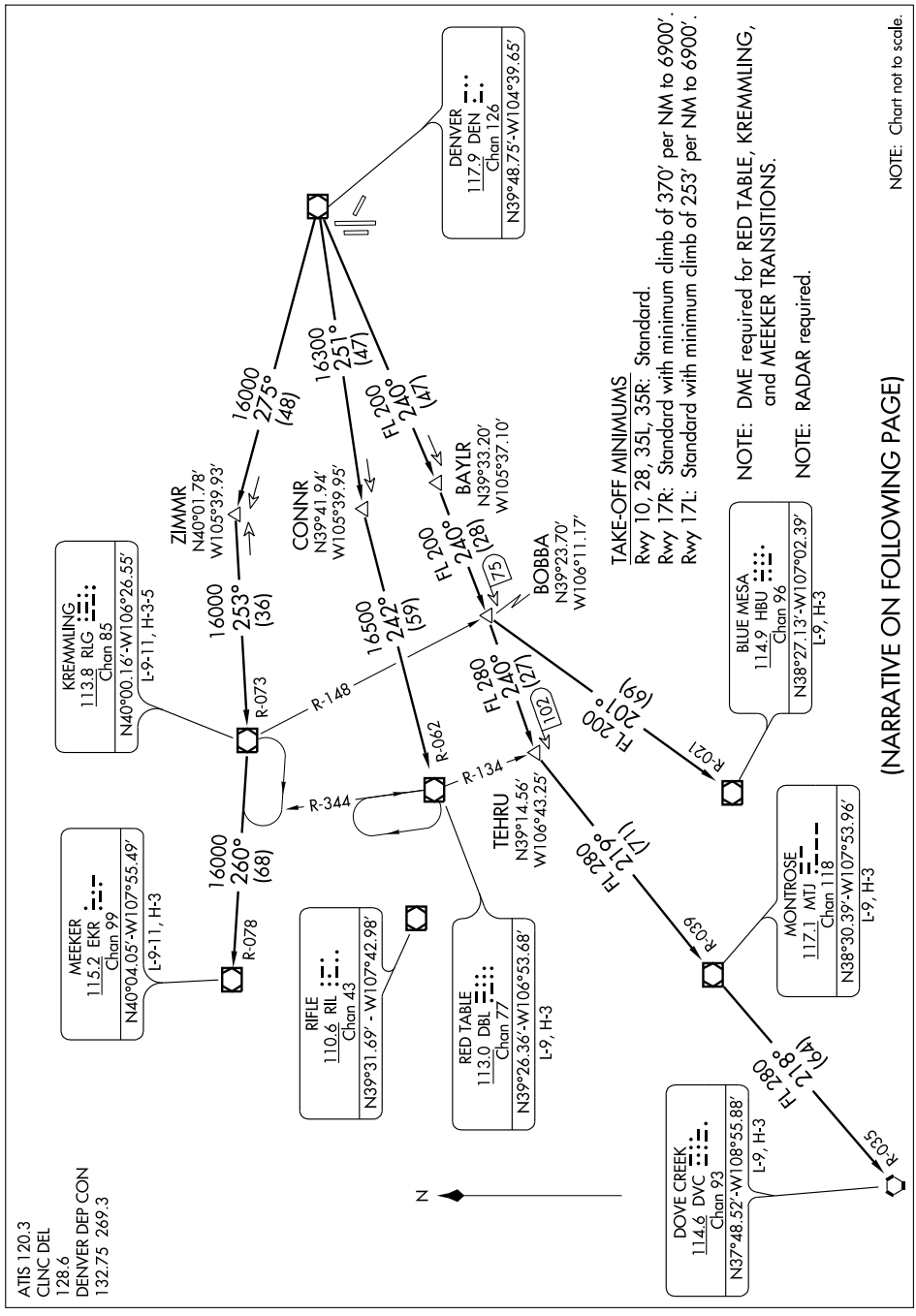



SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

SL-5715 (FAA)





## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

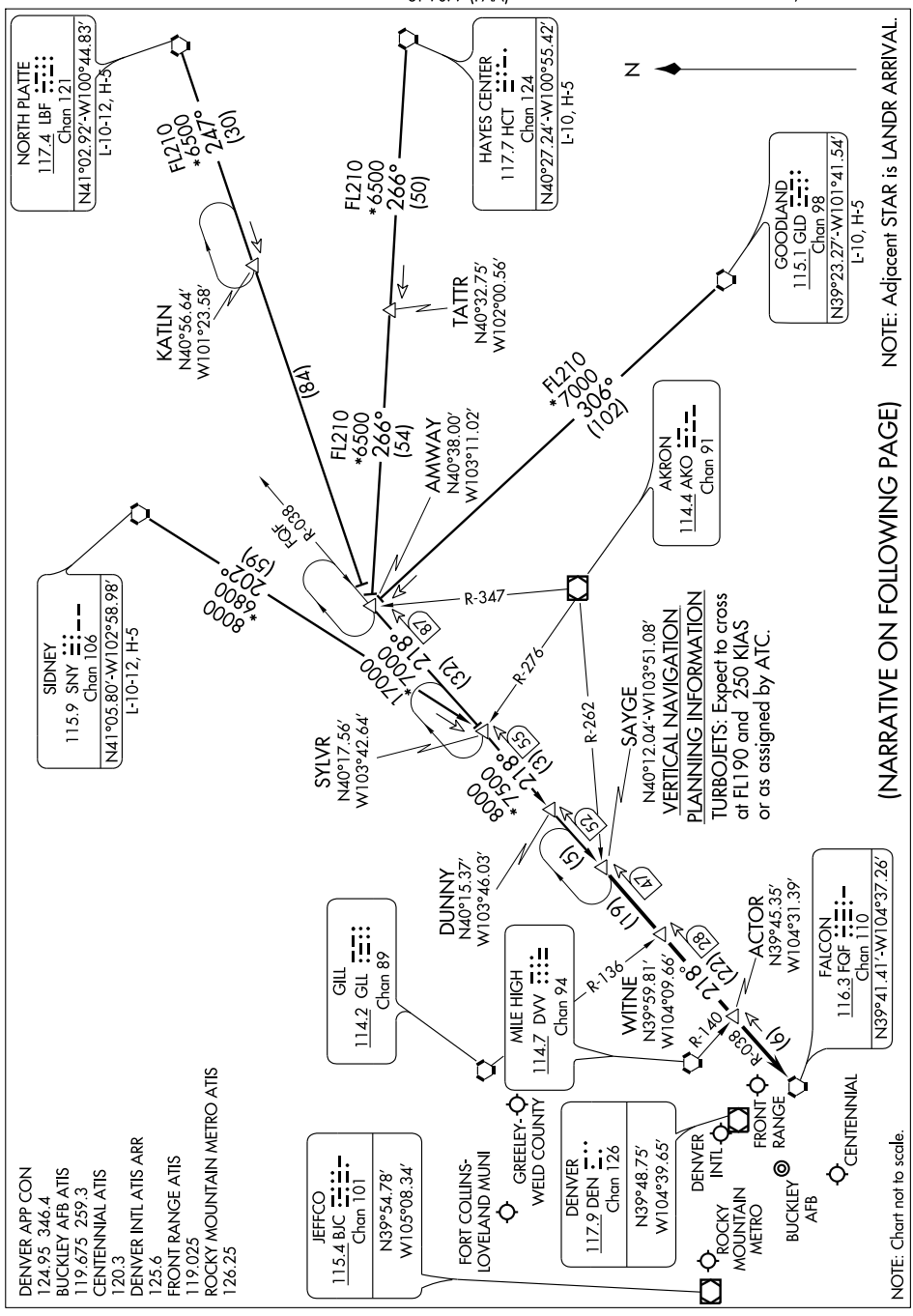
RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

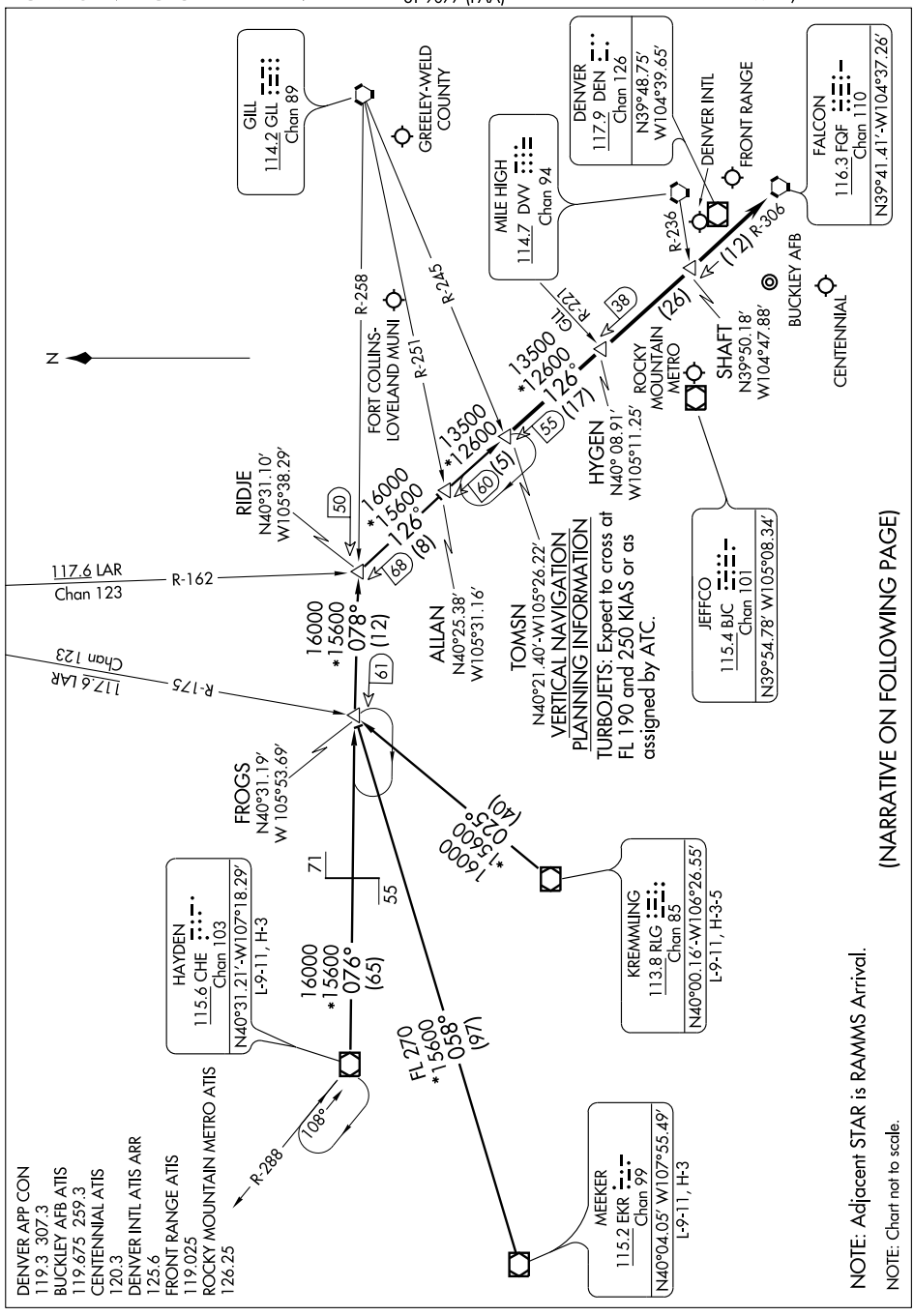
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

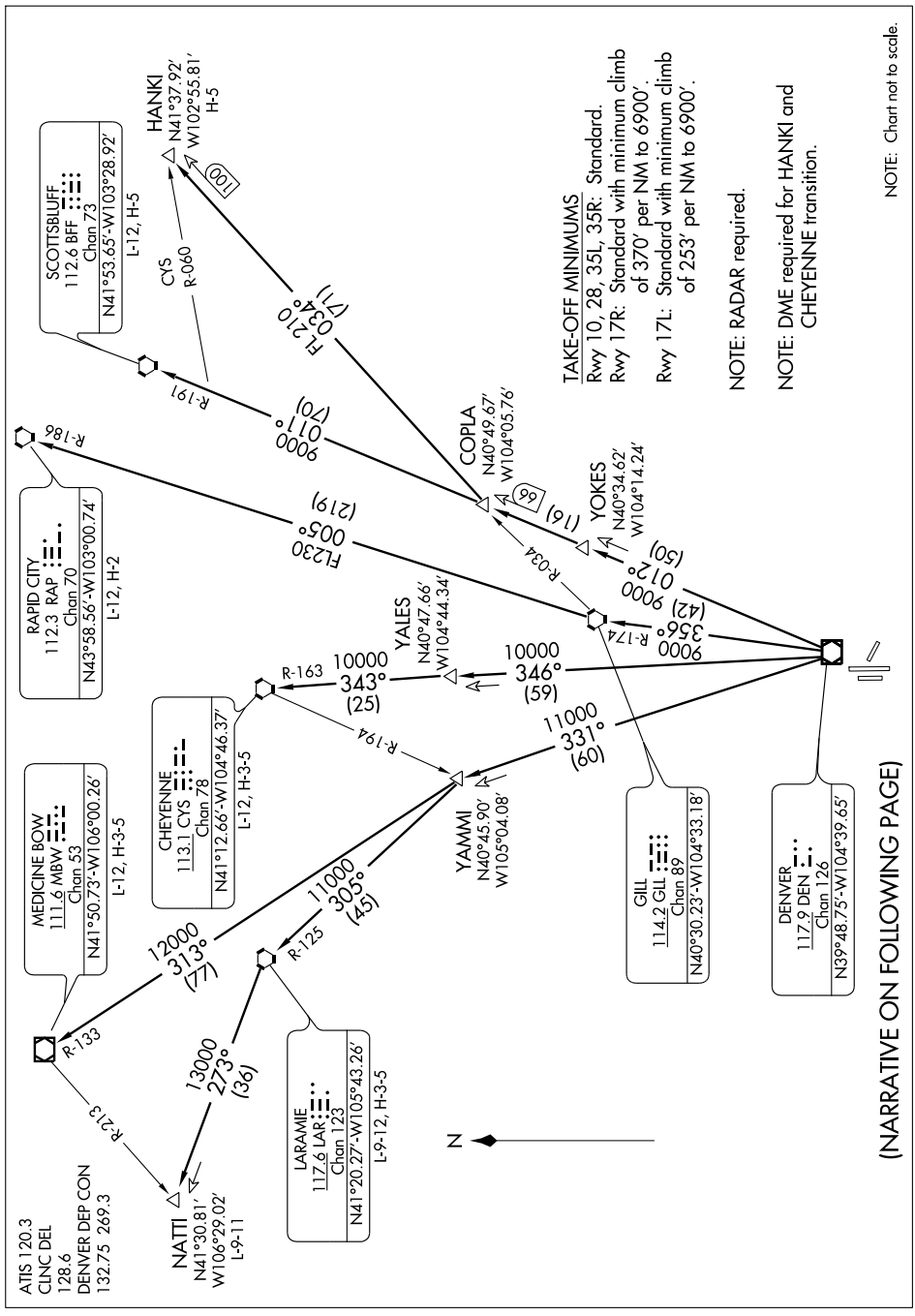
KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# YELLOWSTONE SIX DEPARTURE

DENVER/CENTENNIAL (APA)
DENVER, COLORADO




TAKE-OFF MINIMUMS

Rwy 10, 28, 35L, 35R: Standard.

Rwy 17R: Standard with minimum climb of 370' per NM to 6900'.

Rwy 17L: Standard with minimum climb of 253' per NM to 6900'.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

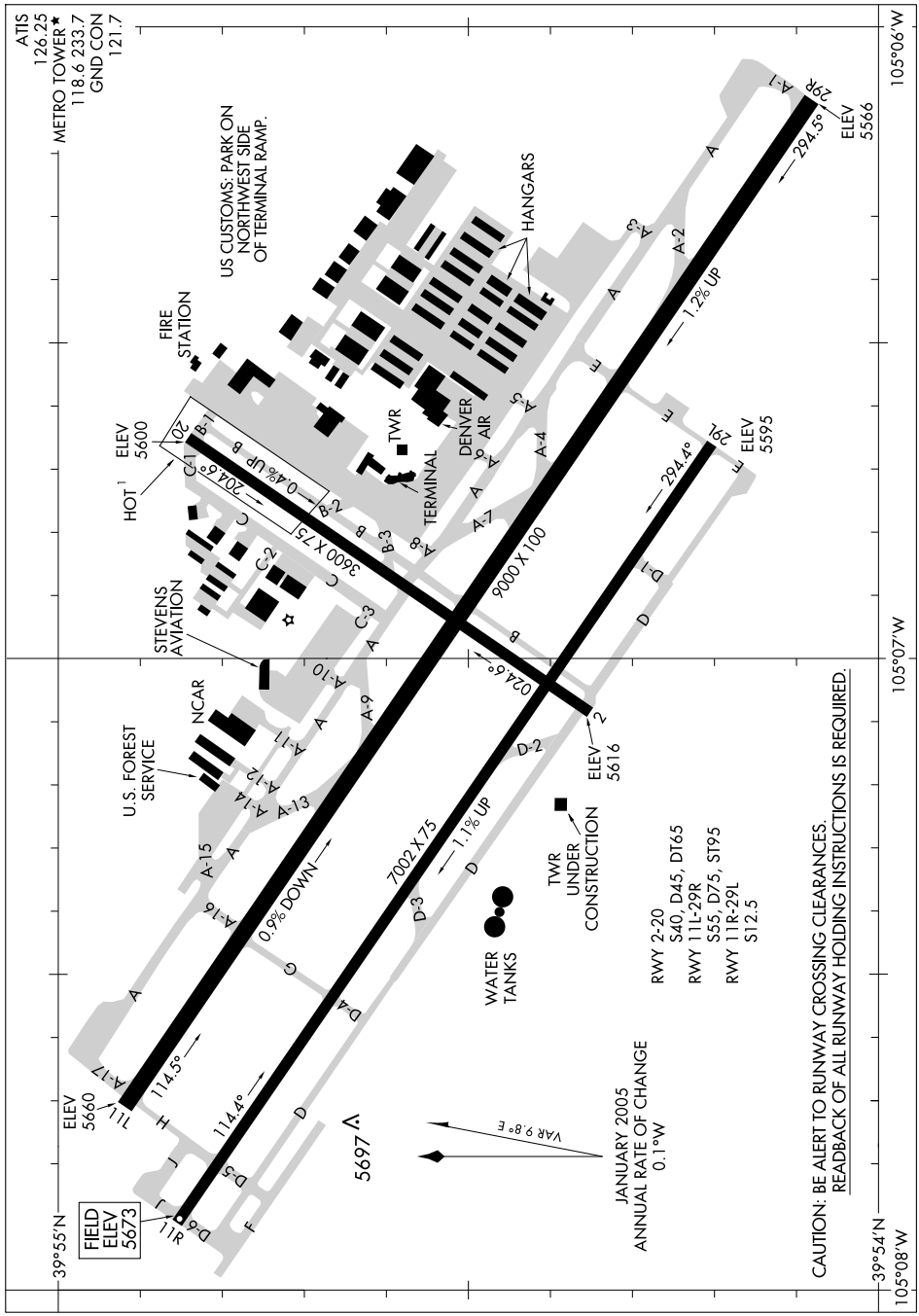
RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO

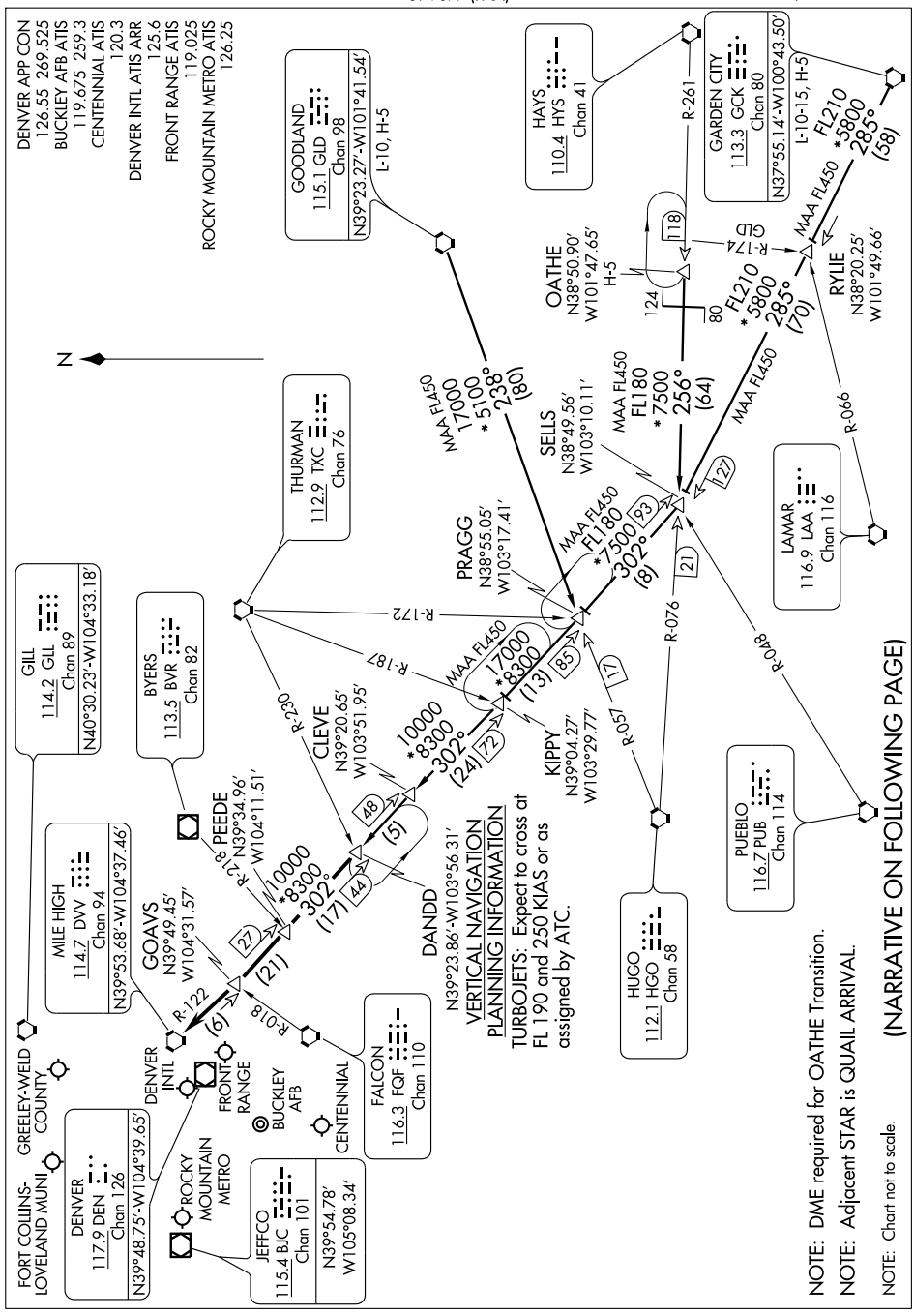



SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO

ATIS 126.25
DENVER DEP CON
126.1 360.75

TAKE-OFF MINIMUMS:
All runways standard.

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

| APP CRS | Rwy ldg | 7002 |
|---|---|---|
| 292° | TDZE | 5628 |
| | Apt Elev | 5673 |

# GPS RWY 29L

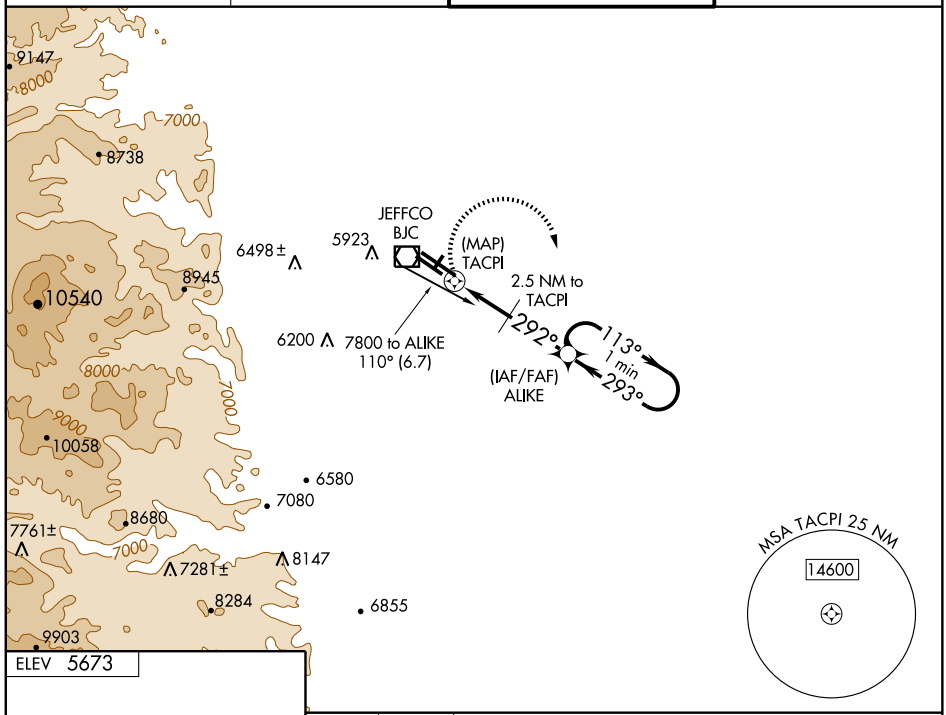
## DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

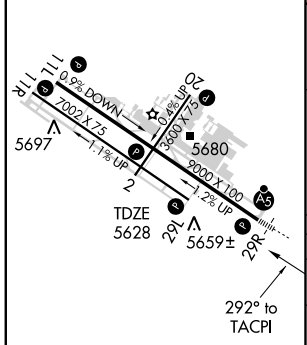
T
NA

When control tower closed, use Denver Intl altimeter setting.
DME/DME RNP-0.3 NA

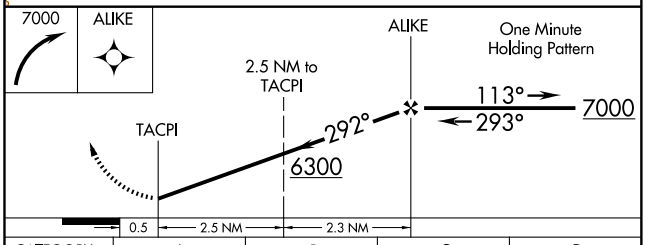
MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

| ATIS | DENVER APP CON | METRO TOWER★ | GND CON |
|---|---|---|---|
| 126.25 | 126.1 360.75 | 118.6 (CTAF) L 233.7 | 121.7 |




REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29L | 6040-1 412 (400-1) | | 6040-1¼ 412 (400-1¼) | |
| CIRCLING | 6180-1 507 (600-1) | | 6240-1½ 567 (600-1½) | 6240-2 567 (600-2) |
| DENVER INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-29L | 6120-1 492 (500-1) | | 6120-1¼ 492 (500-1¼) | 6120-1½ 492 (500-1½) |
| CIRCLING | 6260-1 587 (600-1) | | 6320-1¾ 647 (700-1¾) | 6320-2 647 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 9000 |
|---|---|---|
| 293° | TDZE | 5599 |
| | Apt Elev | 5673 |

# GPS RWY 29R

## DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

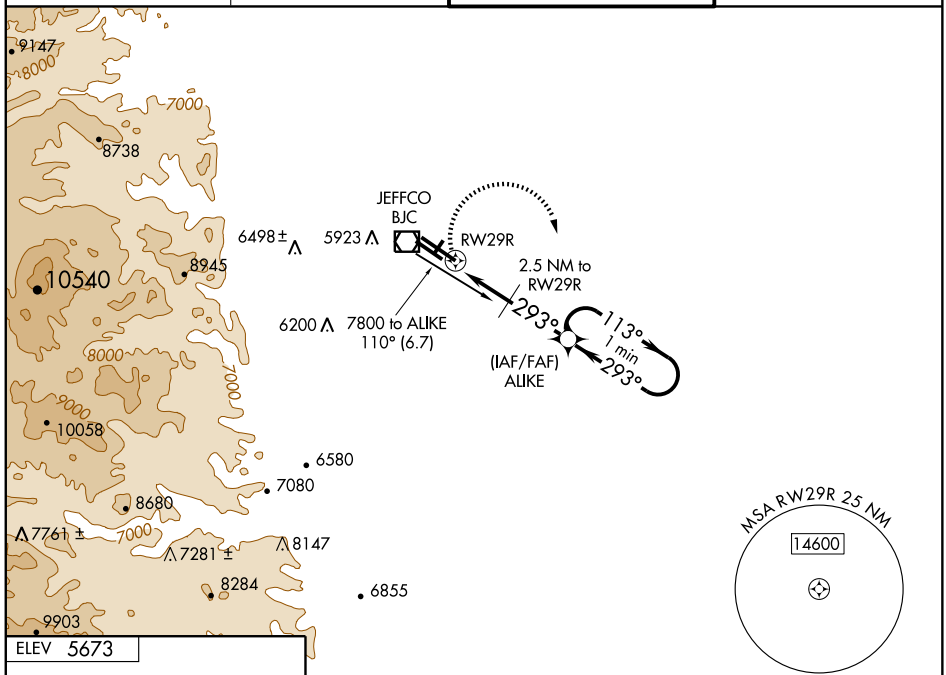
When control tower closed, use Denver Intl altimeter setting.
For inoperative MALSR, increase S-29R Cat. D visibility to 1¼ mile.
Inoperative table does not apply to S-29R Cat. D.
DME/DME RNP -0.3 NA.

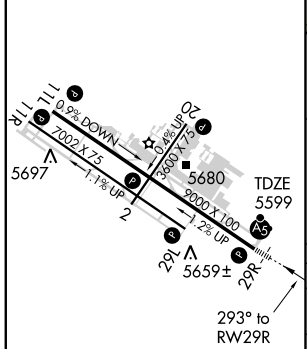
NA

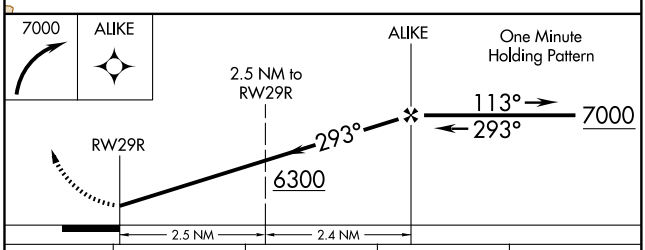
MALSR

MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

| ATIS | DENVER APP CON | METRO TOWER★ | GND CON |
|---|---|---|---|
| 126.25 | 126.1 360.75 | 118.6 (CTAF) L 233.7 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29R | 6000-½ 401 (400-½) | | 6000-¾ 401 (400-¾) | 6000-1 401 (400-1) |
| CIRCLING | 6180-1 507 (600-1) | | 6240-1½ 567 (600-1½) | 6240-2 567 (600-2) |
| DENVER INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-29R | 6100-½ 501 (500-½) | | 6100-1 501 (500-1) | |
| CIRCLING | 6260-1 587 (600-1) | | 6320-1¾ 647 (700-1¾) | 6320-2 647 (700-2) |

REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC I-BJC | APP CRS | Rwy 29R ldg | 9000 | Rwy 29L ldg | 7002 |
|---|---|---|---|---|---|
| 111.7 | 293° | TDZE | 5595 | TDZE | 5625 |
| | | Apt Elev | 5670 | Apt Elev | 5670 |

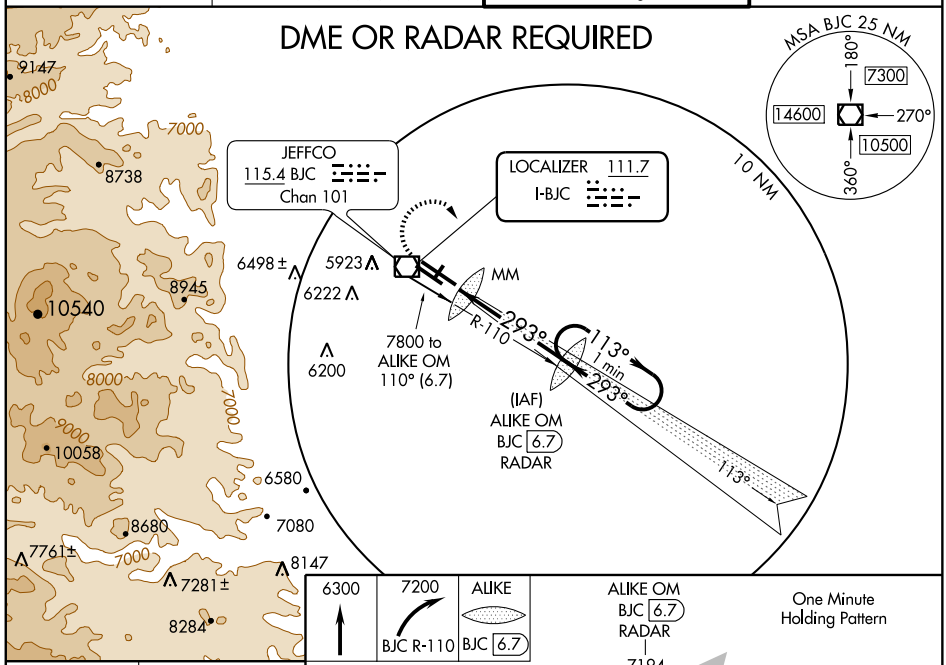
# DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC) ILS or LOC RWY 29R

When control tower closed use Denver Intl altimeter setting. For inoperative MALSR, increase S-LOC 29R Cat. D visibility ¼ mile; and increase Denver Intl altimeter setting S-ILS 29R Cats. A, B, C, D visibility ½ mile.

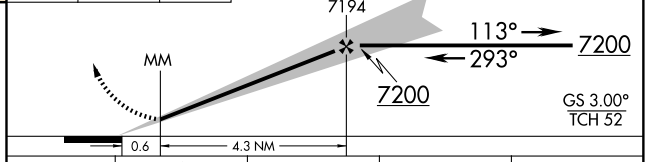
MALSR

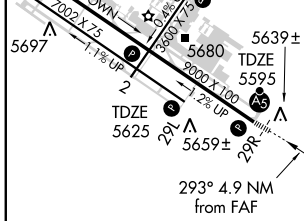
MISSED APPROACH: Climb to 6300 then climbing right turn to 7200 via BJC VOR/DME R-110 to Alike OM/BJC 6.7 DME/RADAR and hold.

| ATIS | DENVER APP CON | METRO TOWER ★ | GND CON |
|---|---|---|---|
| 126.25 | 126.1 360.75 | 118.6 (CTAF) L 233.7 | 121.7 |




ELEV 5670




REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

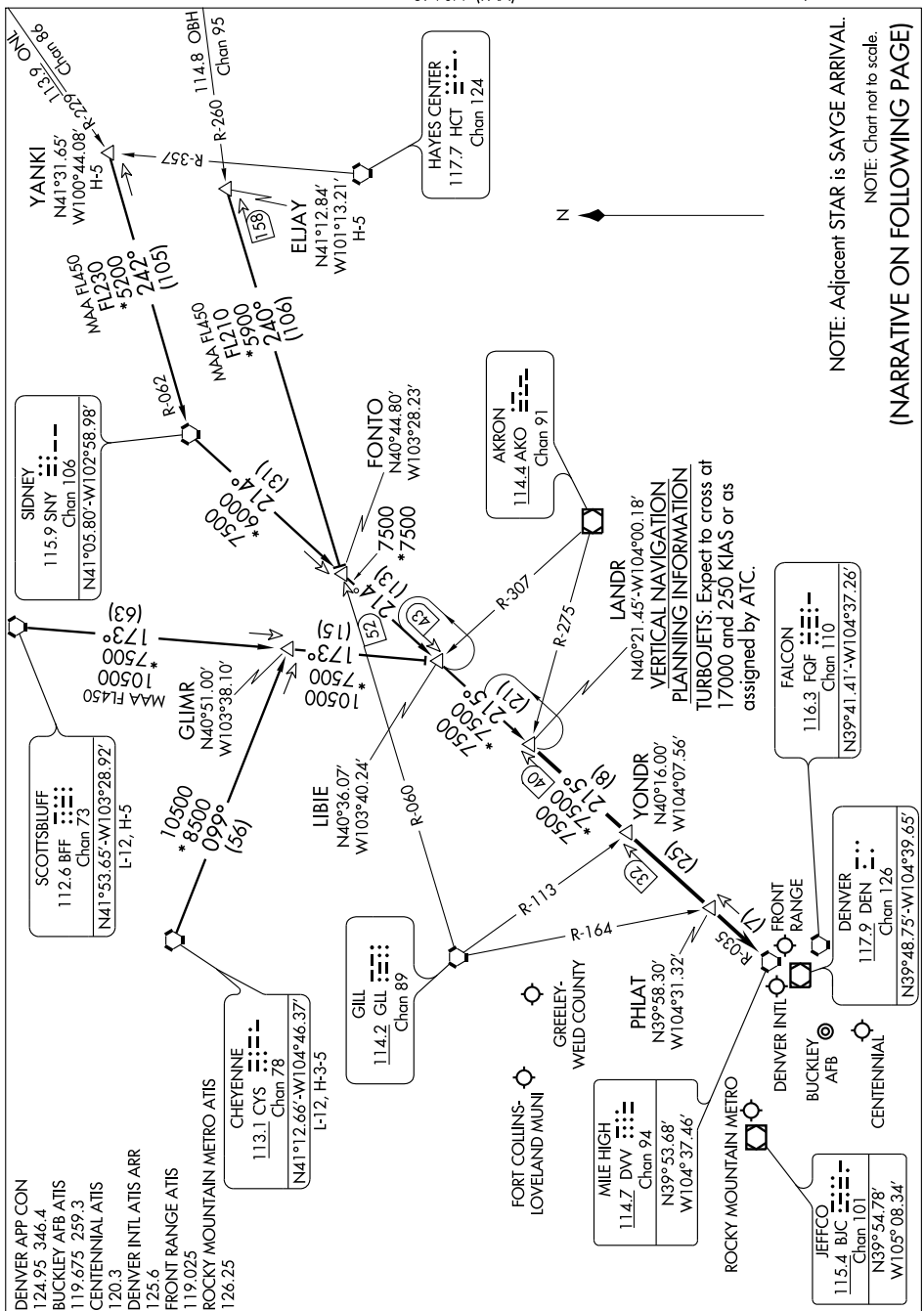
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29R | 5795-½ 200 (200-½) | | | |
| S-LOC 29R | 5900-½ 305 (300-½) | | | 5900-¾ 305 (300-¾) |
| SIDESTEP 29L | 5920-1 295 (300-1) | | 5920-1½ 295 (300-1½) | 5920-2 295 (300-2) |
| CIRCLING | 6180-1 510 (600-1) | | 6240-1½ 570 (600-1½) | 6240-2 570 (600-2) |
| DENVER INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 29R | 5877-½ 282 (300-½) | | | |
| S-LOC 29R | 5980-½ 385 (400-½) | | | 5980-¾ 385 (400-¾) |
| SIDESTEP 29L | 6000-1 375 (400-1) | | 6000-1½ 375 (400-1½) | 6000-2 375 (400-2) |
| CIRCLING | 6260-1 590 (600-1) | | 6320-1¾ 650 (700-1¾) | 6320-2 650 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

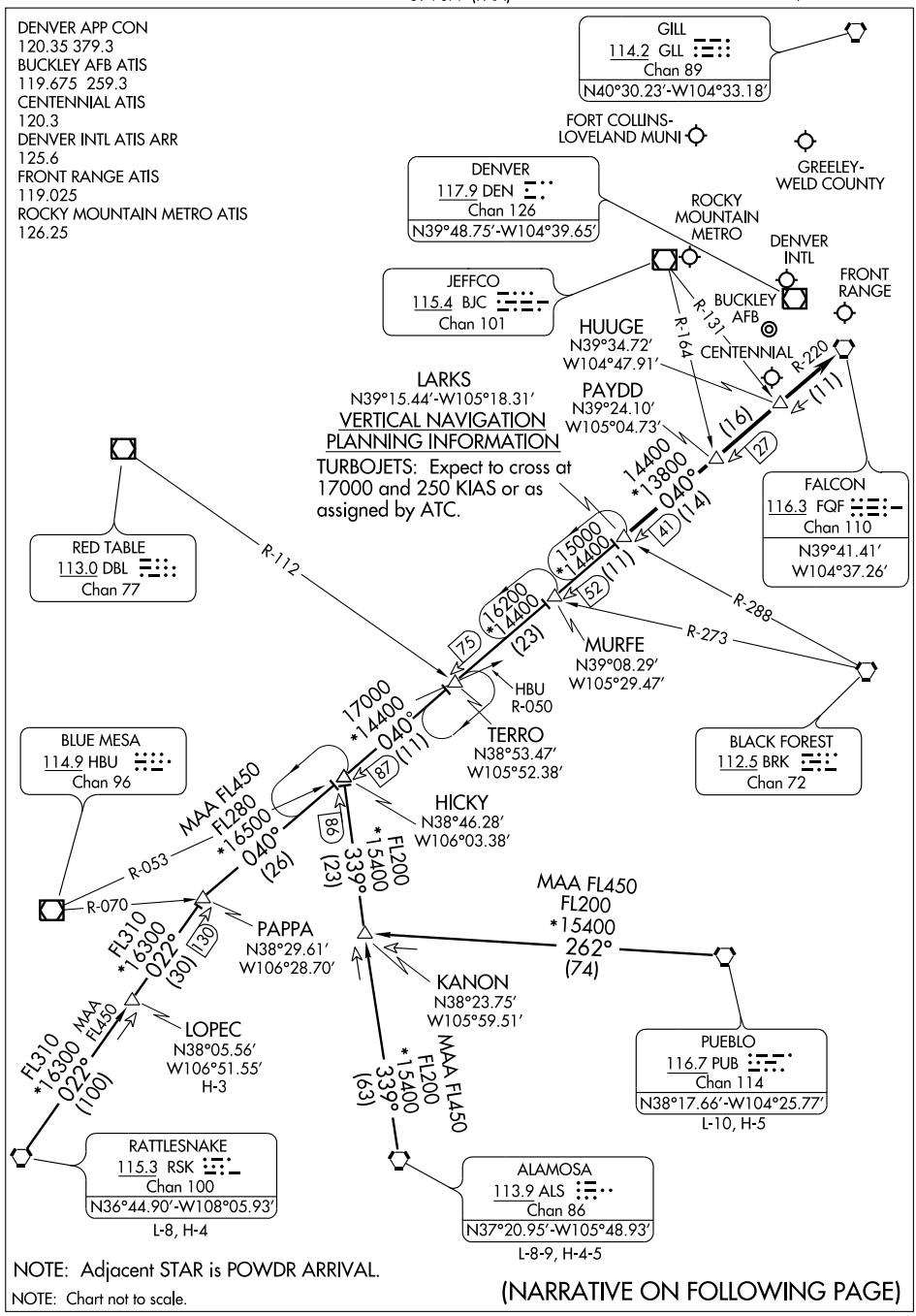
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

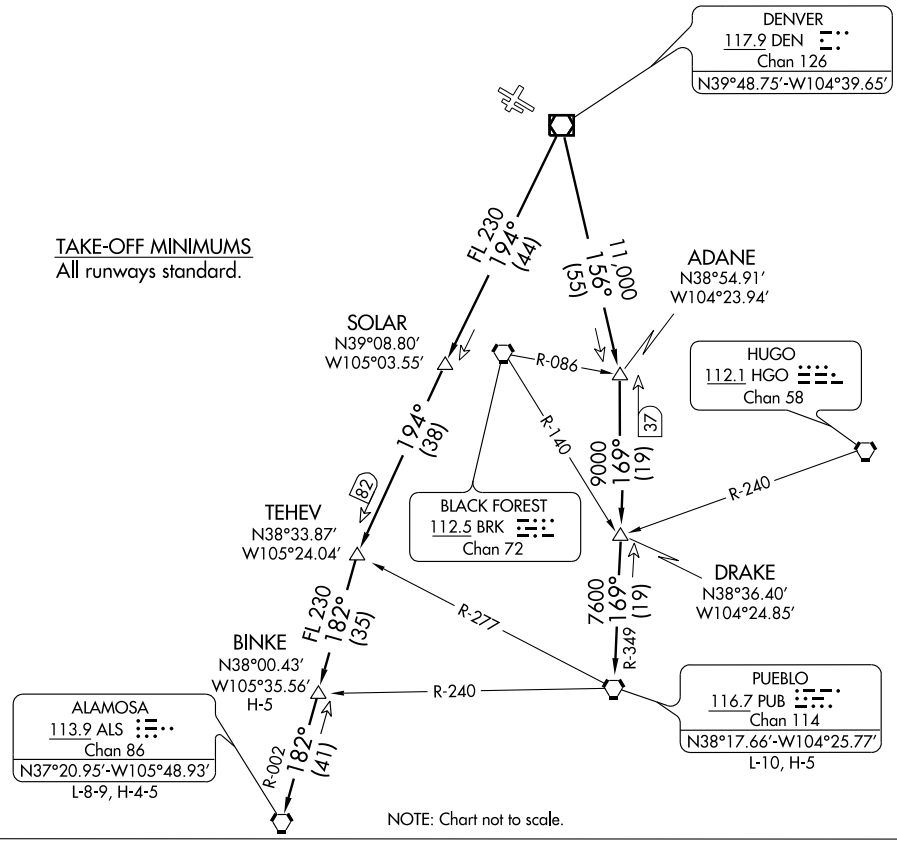
SW-1, 03 JUN 2010 to 01 JUL 2010

# PIKES FOUR DEPARTURE



ATIS 126.25
DENVER DEP CON
126.1 360.75

TAKE-OFF MINIMUMS
All runways standard.




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

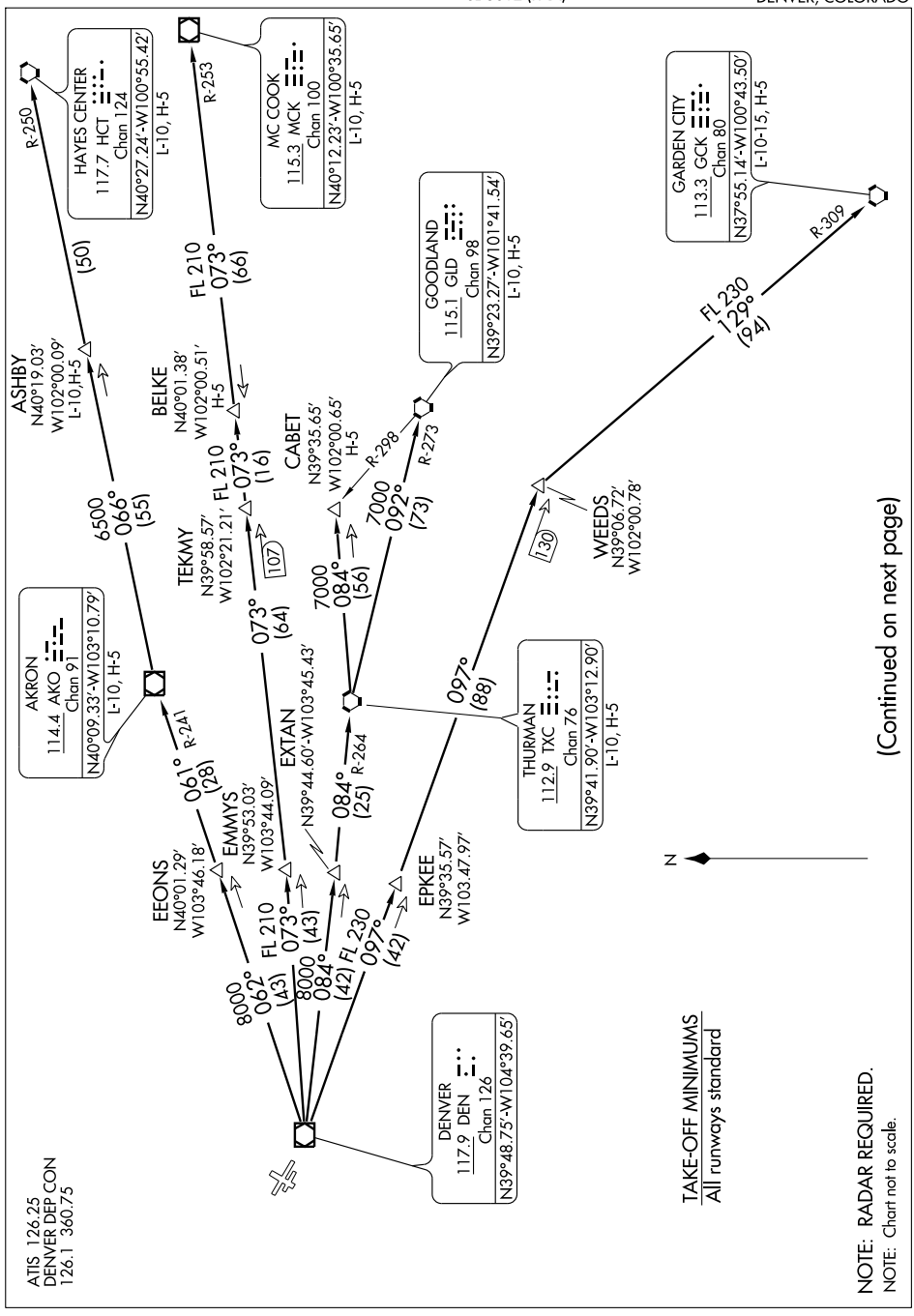
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

# PLAINS FOUR DEPARTURE

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

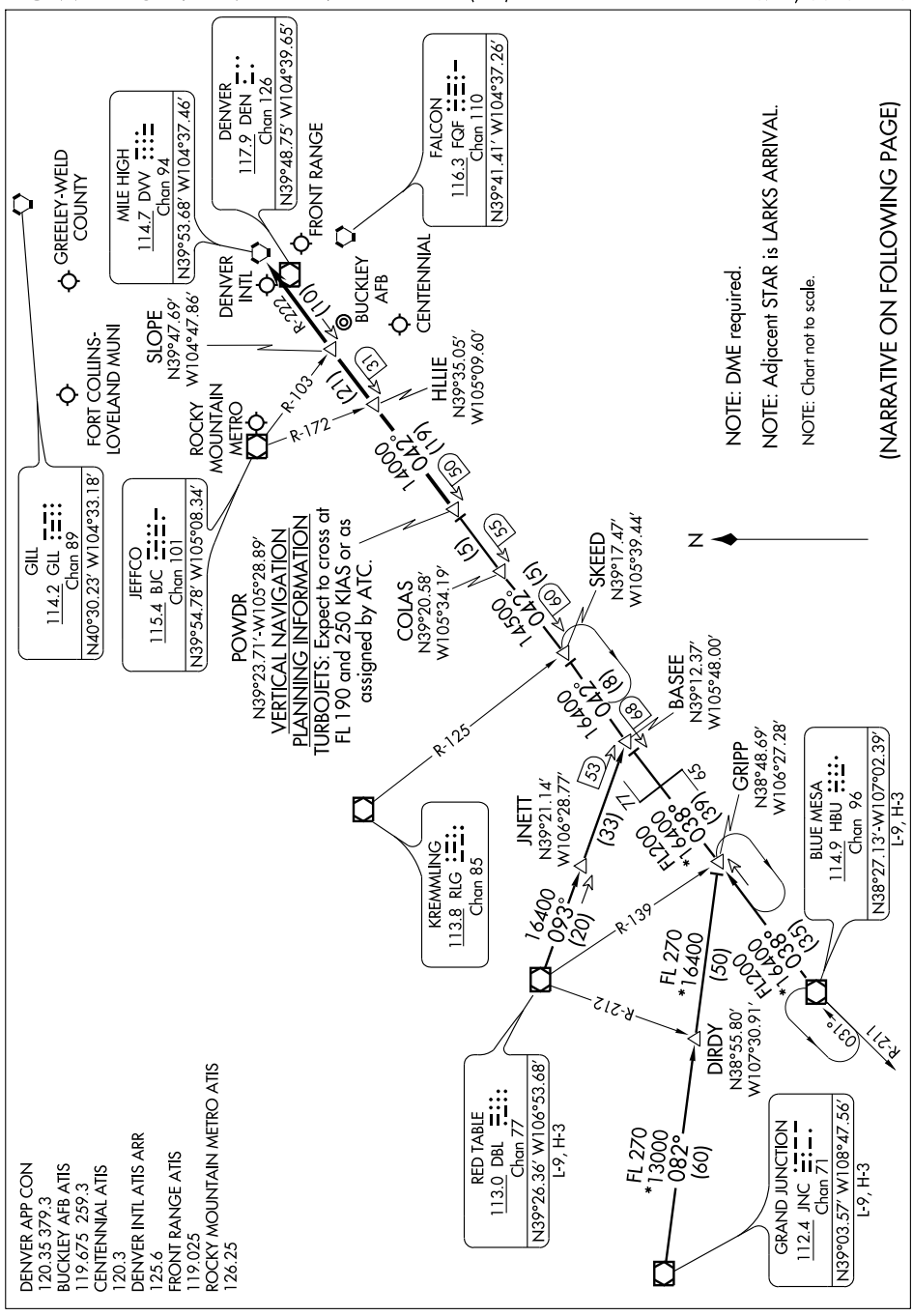
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

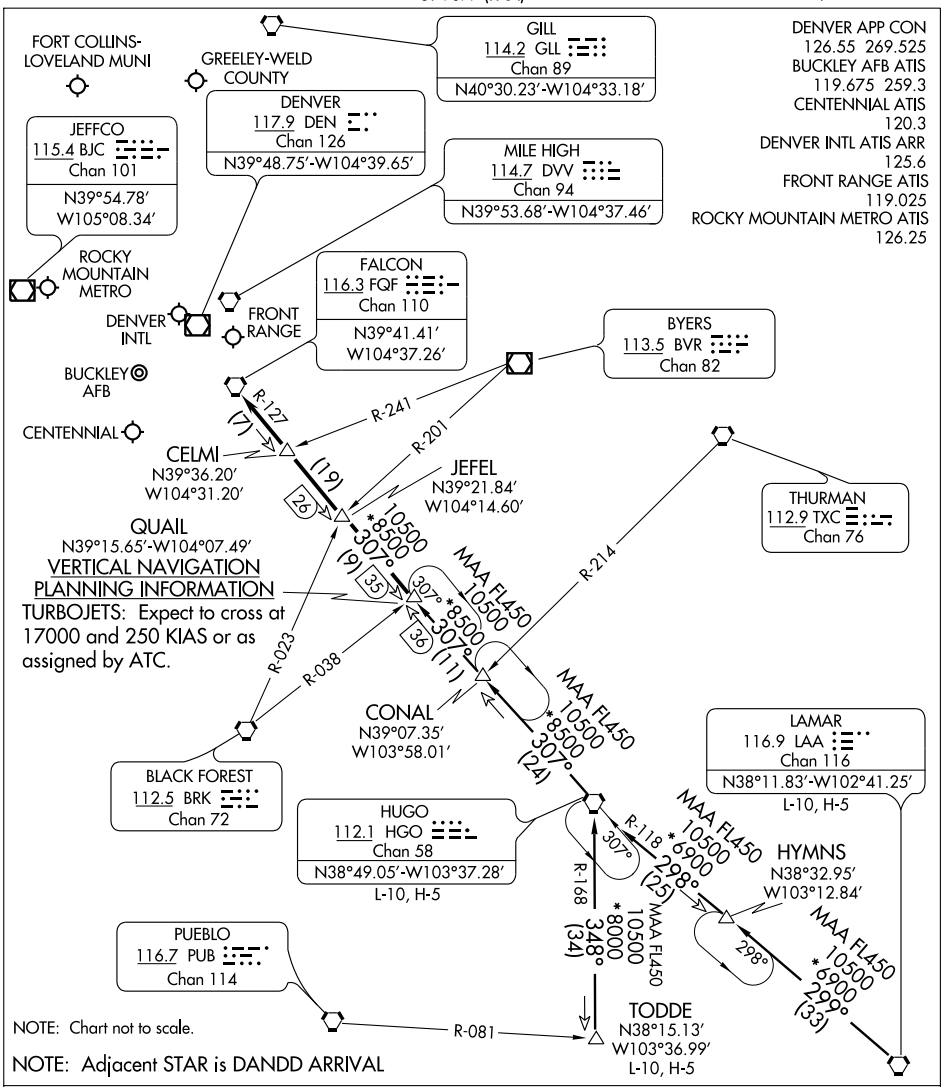
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

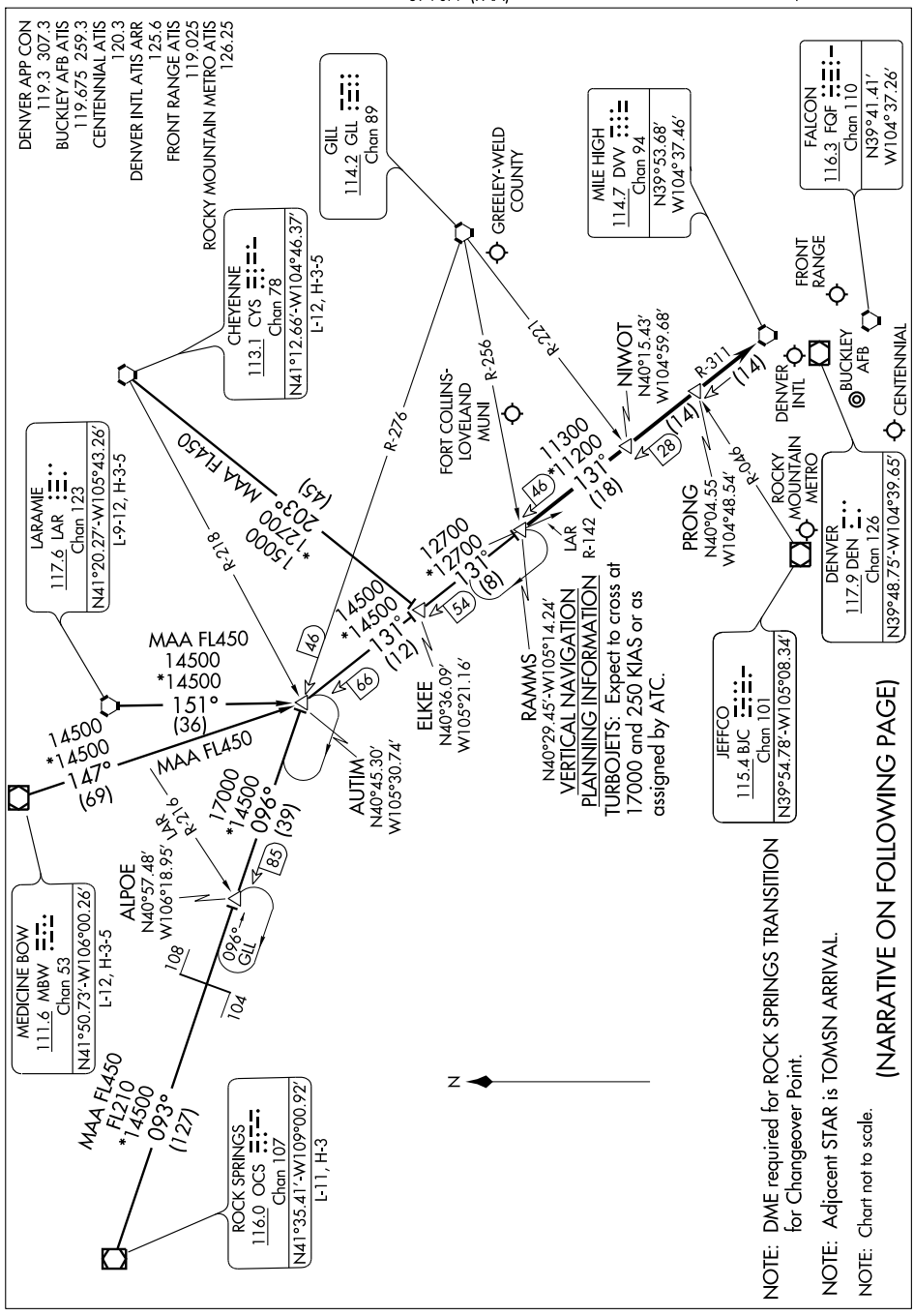
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

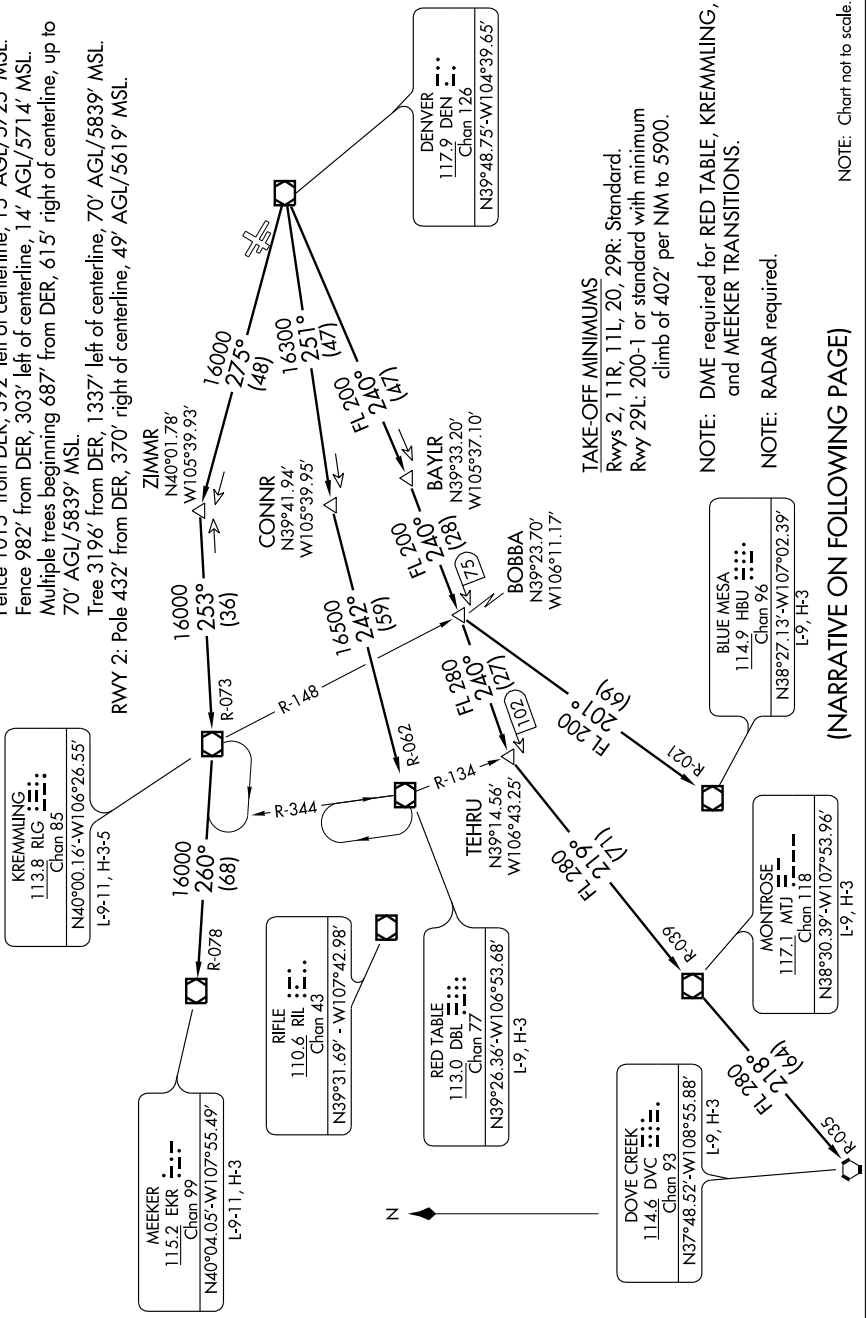
SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO

TAKE-OFF OBSTACLE NOTES

RWY 29L: Terrain beginning 45' from DER, 292' left of centerline, up to 5839' MSL.
Fence 1015' from DER, 392' left of centerline, 15' AGL/5725' MSL.
Fence 982' from DER, 303' left of centerline, 14' AGL/5714' MSL.
Multiple trees beginning 687' from DER, 615' right of centerline, up to 70' AGL/5839' MSL.
Tree 3196' from DER, 1337' left of centerline, 70' AGL/5839' MSL.
RWY 2: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.




TAKE-OFF MINIMUMS
Rwys 2, 11R, 11L, 20, 29R: Standard.
Rwy 29L: 200-1 or standard with minimum climb of 402' per NM to 5900.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ATIS 126.25
DENVER DEP CON
126.1 360.75

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

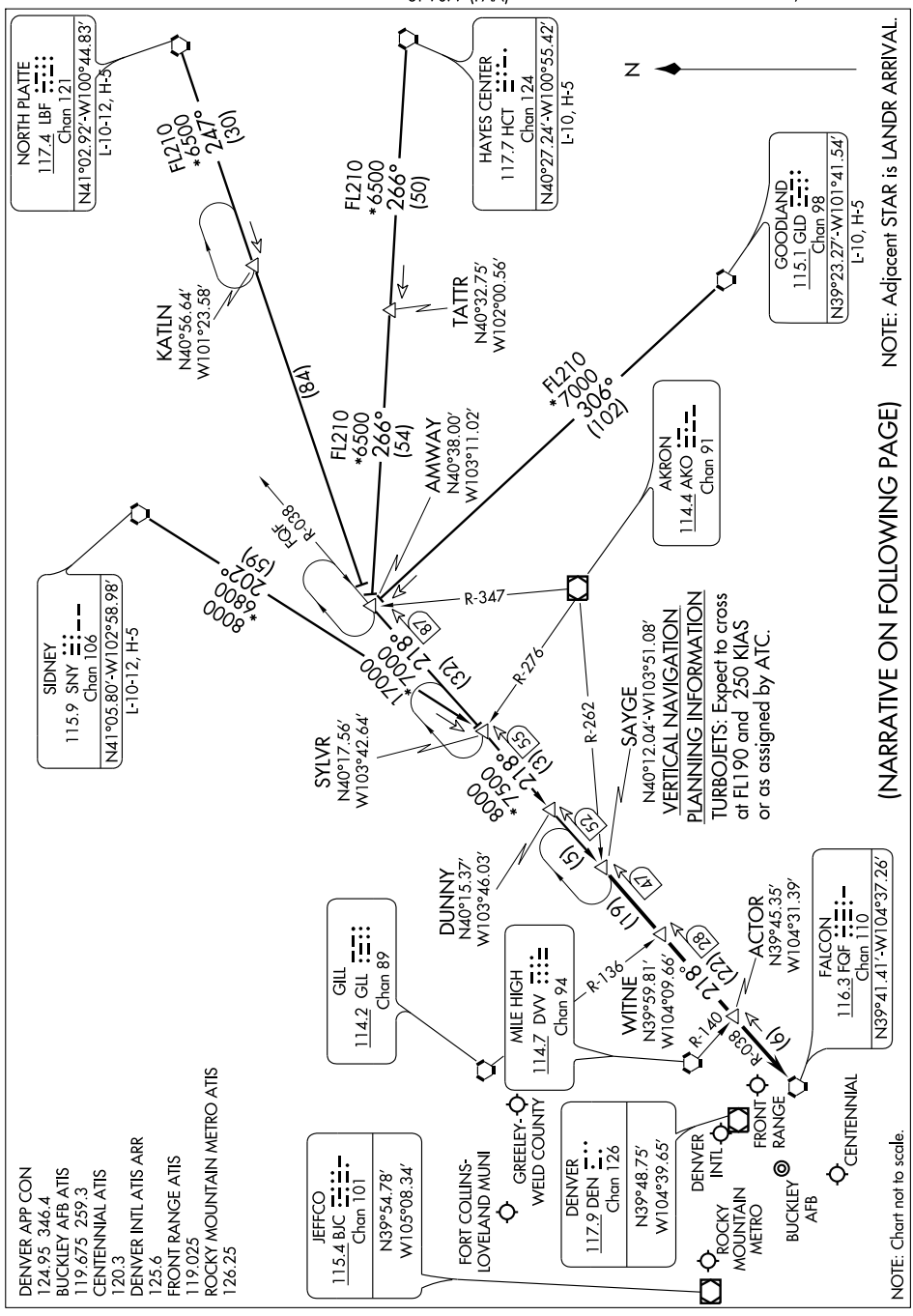
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

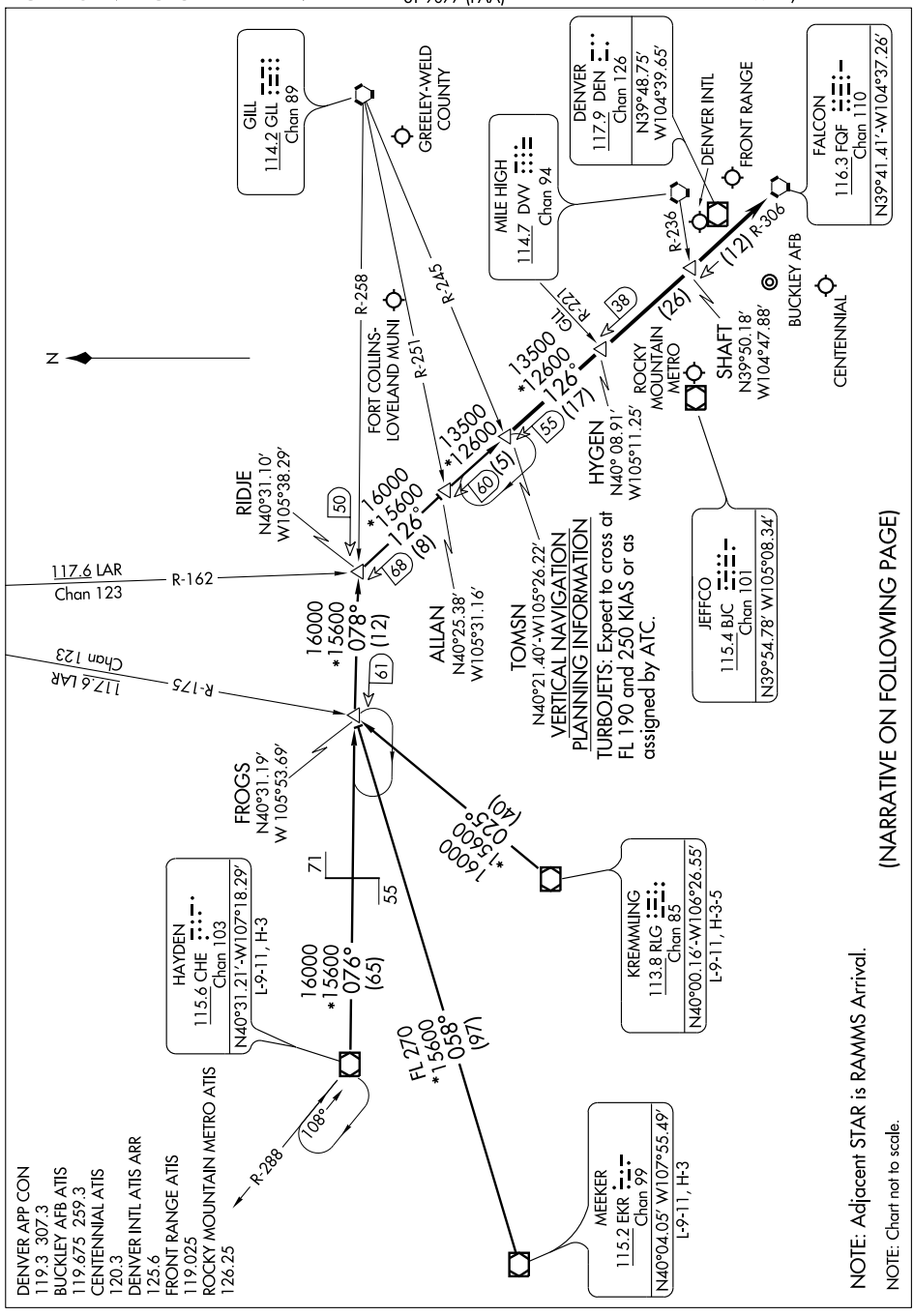
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

DENVER, COLORADO

AL-5612 (FAA)

# VOR/DME RWY 29L/R

DENVER/
ROCKY MOUNTAIN METROPOLITAN (BJC)

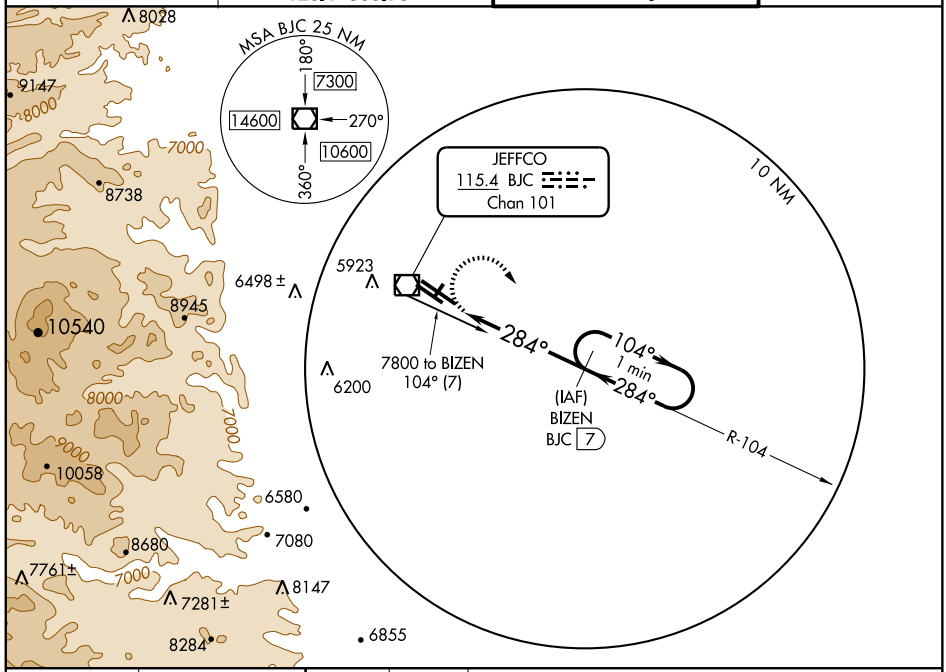
| VOR/DME BJC | APP CRS | Rwy 29L ldg | Rwy 29R ldg |
|---|---|---|---|
| 115.4 | 284° | 7002 | 9000 |
| Chan 101 | | TDZE 5625 | TDZE 5595 |
| | | Apt Elev 5670 | Apt Elev 5670 |

When control tower closed, use Denver Intl altimeter setting. For inoperative MALSR, increase Denver Intl altimeter setting S-29R Cat. D visibility to 1¼ mile. Inoperative table does not apply to local altimeter setting S-29R Cat. D.

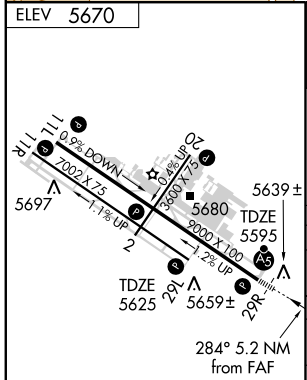
MALSR 29R

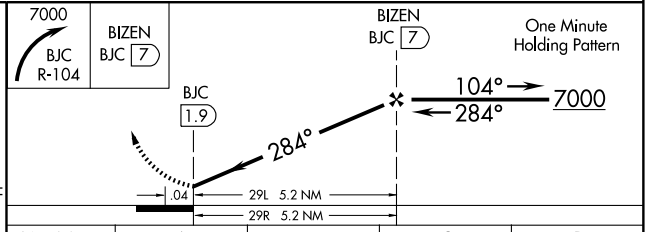
MISSED APPROACH: Climbing right turn to 7000 via BJC R-104 to BIZEN/7 DME and hold.

| ATIS | DENVER APP CON | METRO TOWER * | GND CON |
|---|---|---|---|
| 126.25 | 126.1 360.75 | 118.6 (CTAF) L 233.7 | 121.7 |




ELEV 5670




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29R | 5900-½ 305 (300-½) | | | 5900-1 305 (300-1) |
| S-29L | 5920-1 295 (300-1) | | | |
| CIRCLING | 6180-1 510 (600-1) | | 6240-1½ 570 (600-1½) | 6240-2 570 (600-2) |
| DENVER INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-29R | 5980-½ 385 (400-½) | | | 5980-1 385 (400-1) |
| S-29L | 6000-1 375 (400-1) | | | 6000-1¼ 375 (400-1¼) |
| CIRCLING | 6260-1 590 (600-1) | | 6320-1¾ 650 (700-1¾) | 6320-2 650 (700-2) |

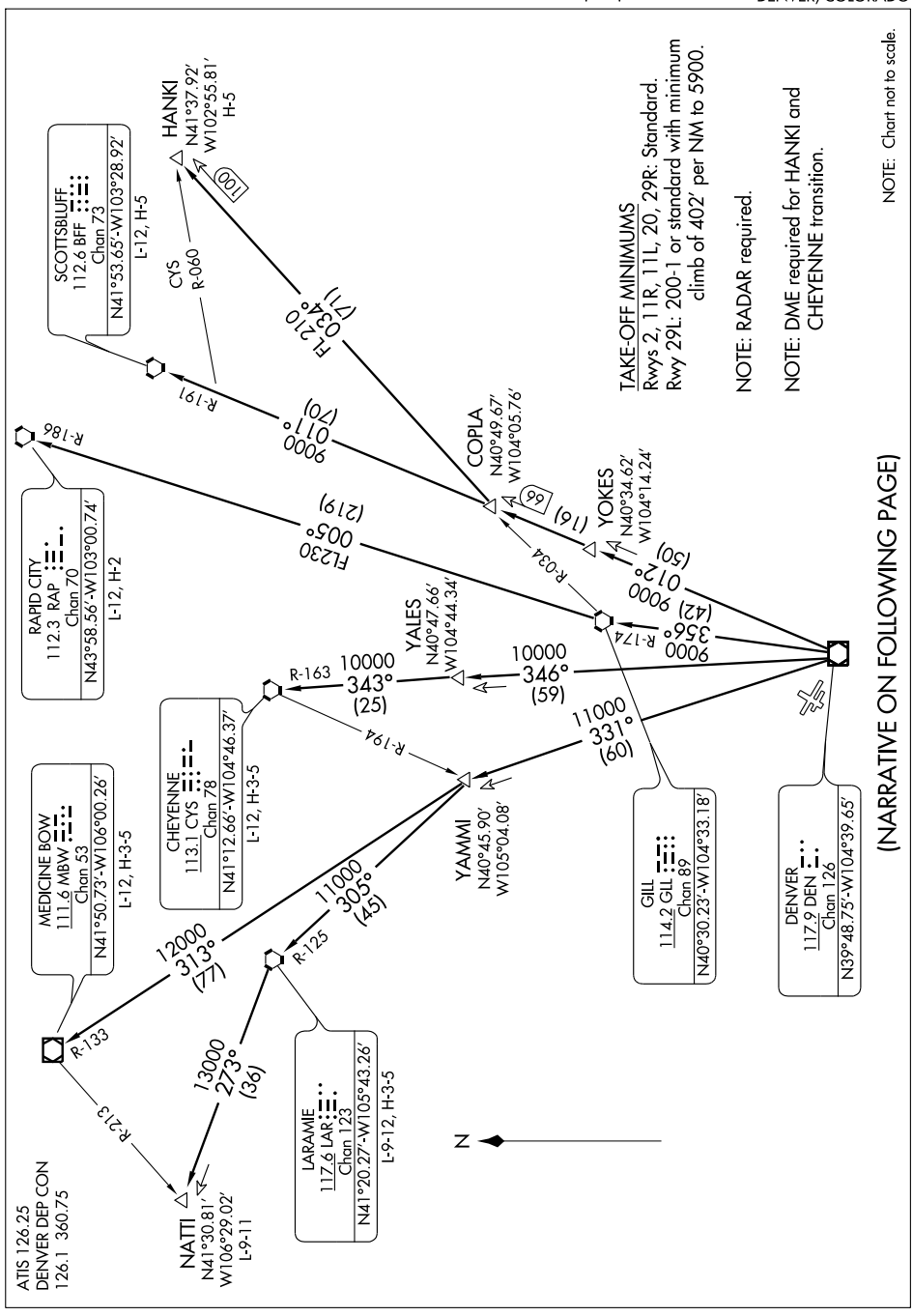
REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 03 JUN 2010 to 01 JUL 2010

# YELLOWSTONE SIX DEPARTURE

SL-5612 (FAA)

DENVER, COLORADO



# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

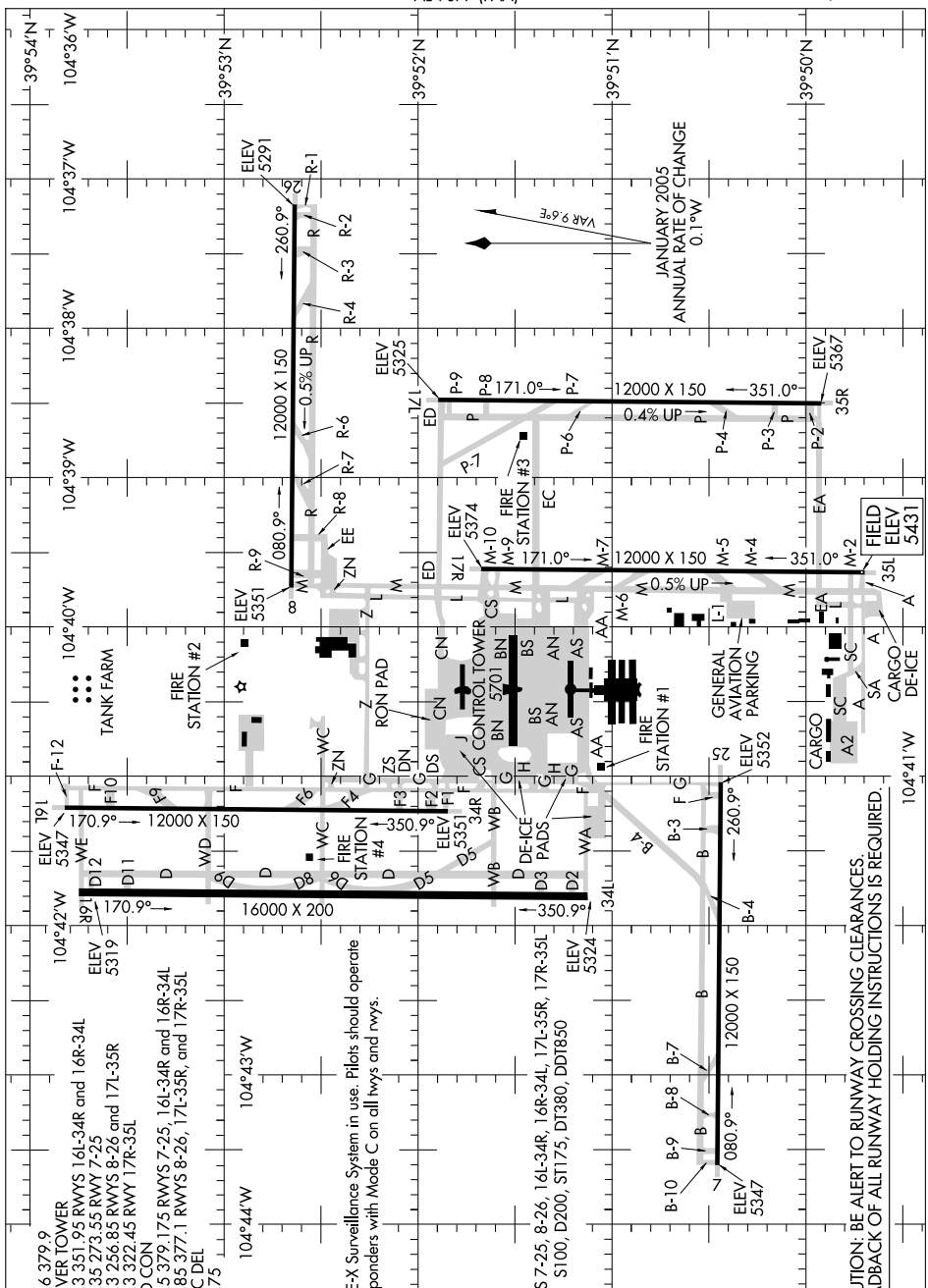
RWY 29L: Terrain beginning 45′ from DER, 292′ left of centerline, up to 5839′ MSL.
Fence 1015′ from DER, 392′ left of centerline, 15′ AGL/5725′ MSL.
Fence 982′ from DER, 303′ left of centerline, 14′ AGL/5714′ MSL.
Multiple trees beginning 687′ from DER, 615′ right of centerline, up to 70′ AGL/5839′ MSL.
Tree 3196′ from DER, 1337′ left of centerline, 70′ AGL/5839′ MSL.
RWY 2: Pole 432′ from DER, 370′ right of centerline, 49′ AGL/5619′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

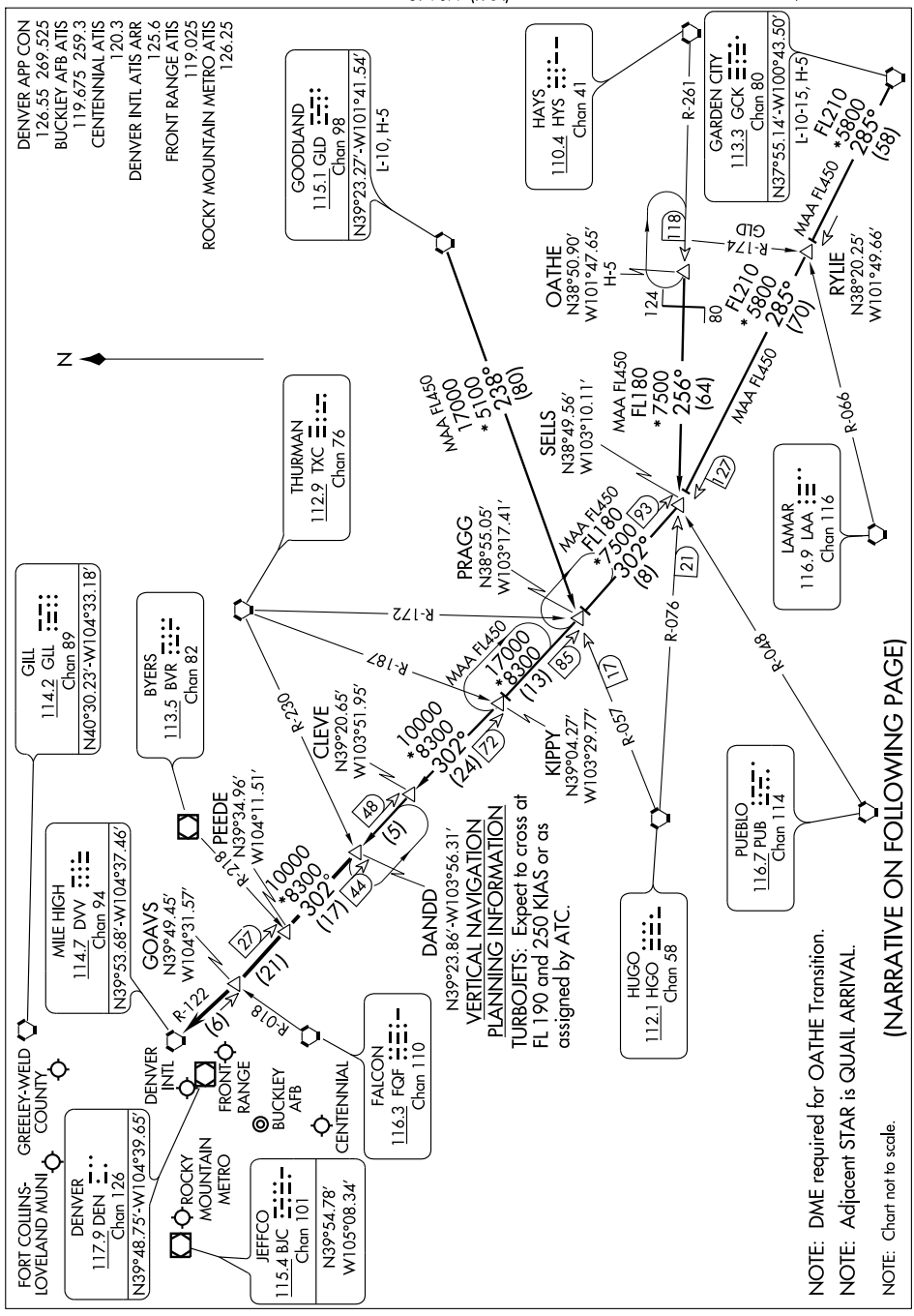



SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

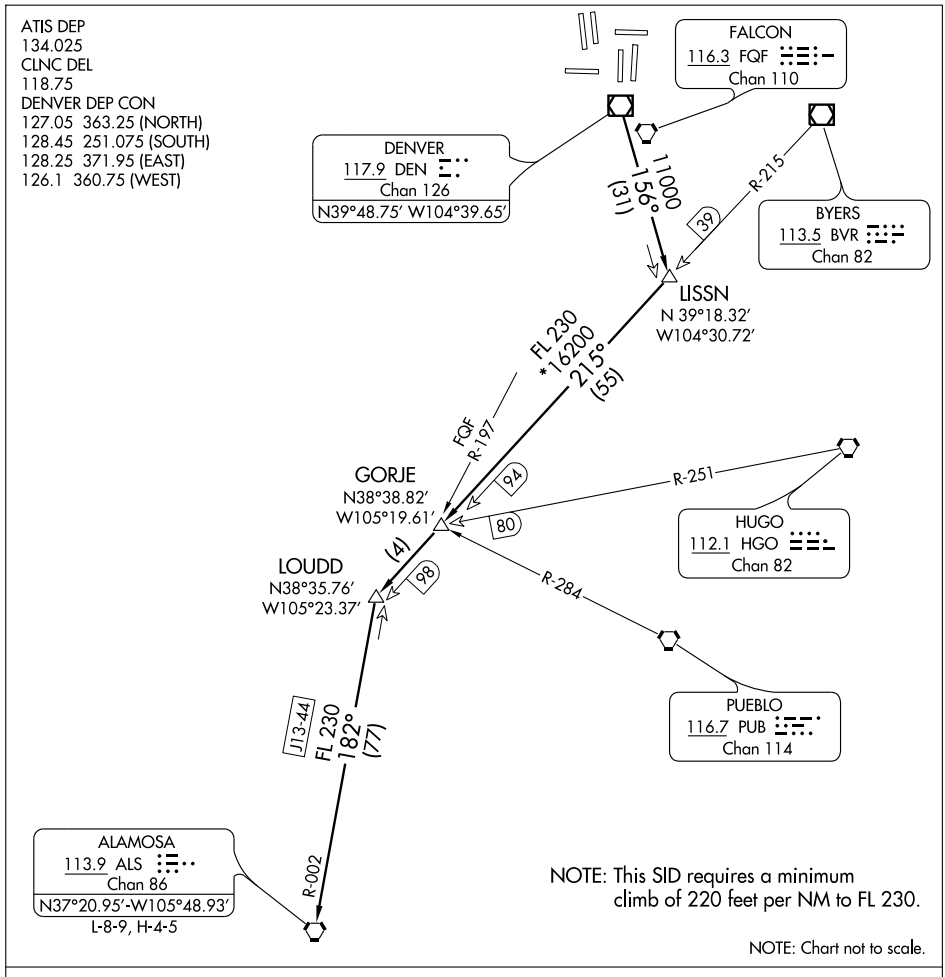
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DECI-BELLE TWO DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO




SW-1, 03 JUN 2010 to 01 JUL 2010

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned route. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (DCBEL2.ALS): From over DEN VOR/DME via DEN R-156 to LISSN INT, then via BVR R-215 and ALS R-002 to ALS VORTAC.

# DENVER FIVE DEPARTURE



TAKE-OFF MINIMUMS:
All runways standard.

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
127.05 363.25 (NORTH)
128.45 251.075 (SOUTH)
128.25 371.95 (EAST)
126.1 360.75 (WEST)

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

# ILS or LOC RWY 7
## DENVER INTL (DEN)

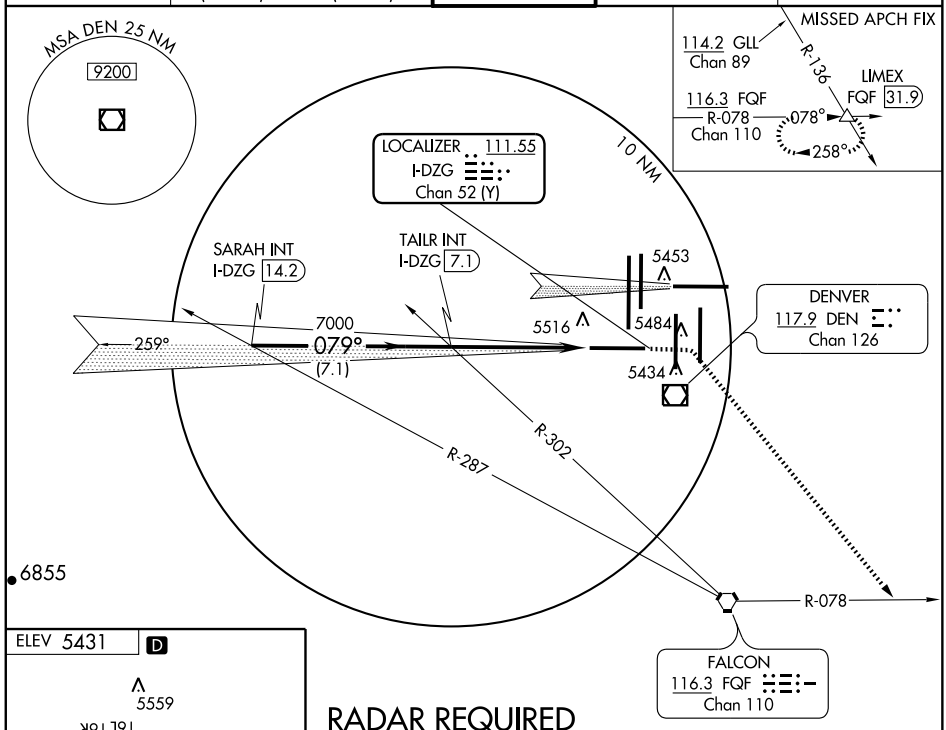
| LOC/DME I-DZG | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 111.55 | 079° | TDZE | 5348 |
| Chan 52 (Y) | | Apt Elev | 5431 |

Simultaneous approaches authorized with Rwy 8.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

MALSR

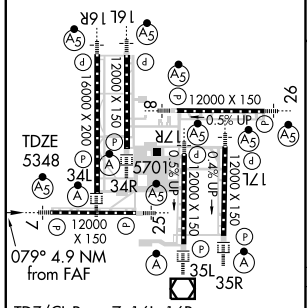
MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 via 130° heading FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 132.35 273.55 | 127.5 379.175 | 118.75 |




SW-1, 03 JUN 2010 to 01 JUL 2010

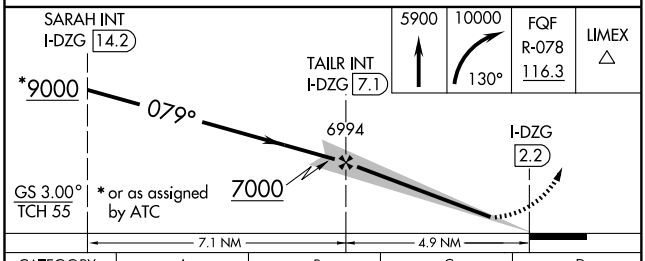
ELEV 5431 D




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 5548/18 200 (200-½) | | | |
| S-LOC 7 | 5640/24 292 (300-½) | | | 5640/40 292 (300-¾) |
| CIRCLING | NA | | | |

| LOC/DME I-FUI | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 108.9 | 080° | TDZE | 5351 |
| Chan 26 | | Apt Elev | 5431 |

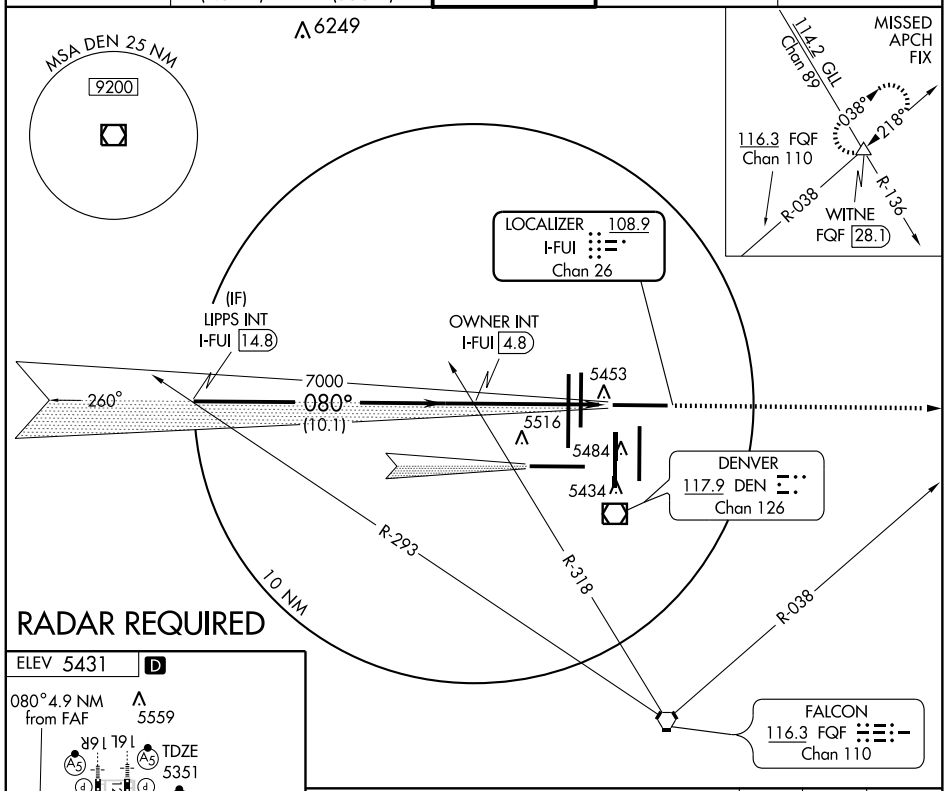
# ILS or LOC RWY 8
## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 7.
S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

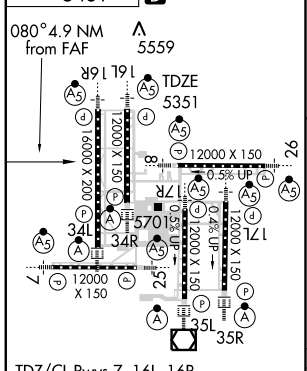
MALSR

MISSED APPROACH: Climb to 10000 via 080° heading and FQF VORTAC R-038 to WITNE INT/ FQF 28.1 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |

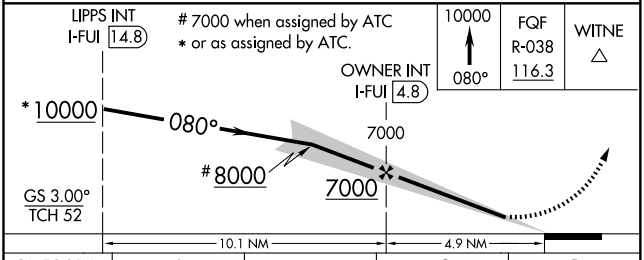



RADAR REQUIRED




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8 | ** 5551/24 200 (200-½) | | | |
| S-LOC 8 | 5700/24 349 (300-½) | | | 5700/40 349 (300-¾) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-DQQ | APP CRS | Rwy ldg | 16000 |
|---|---|---|---|
| 111.9 | 170° | TDZE | 5323 |
| Chan 56 | | Apt Elev | 5431 |

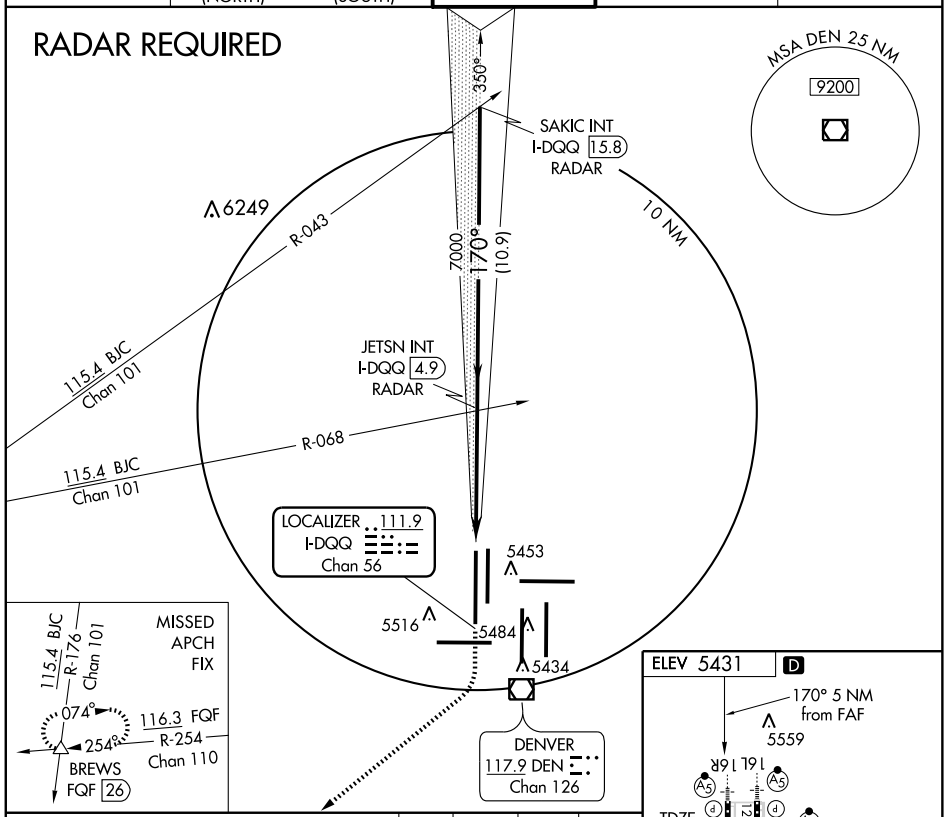
# ILS or LOC RWY 16R
## DENVER INTL (DEN)

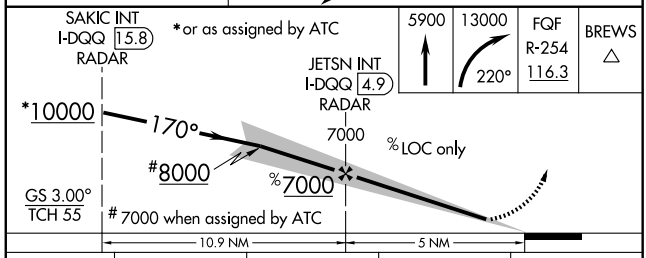
Simultaneous approaches authorized with Rwy 17L and 17R. S-LOC minima not authorized during simultaneous operations.

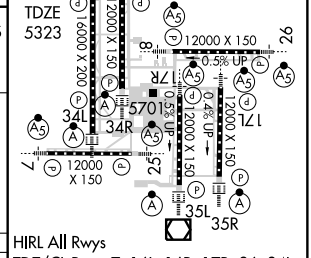
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 13000 via 220° heading and FQF VORTAC R-254 to BREWS INT/FQF 26 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |




HIRL All Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 5523/18 200 (100-½) | | | |
| S-LOC 16R | 5680/24 357 (300-½) | | | 5680/40 357 (300-¾) |
| CIRCLING | NA | | | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-BXP | APP CRS | Rwy ldg 12000 |
|---|---|---|
| 110.15 | 170° | TDZE 5335 |
| Chan 38 (Y) | | Apt Elev 5431 |

# ILS or LOC RWY 17L

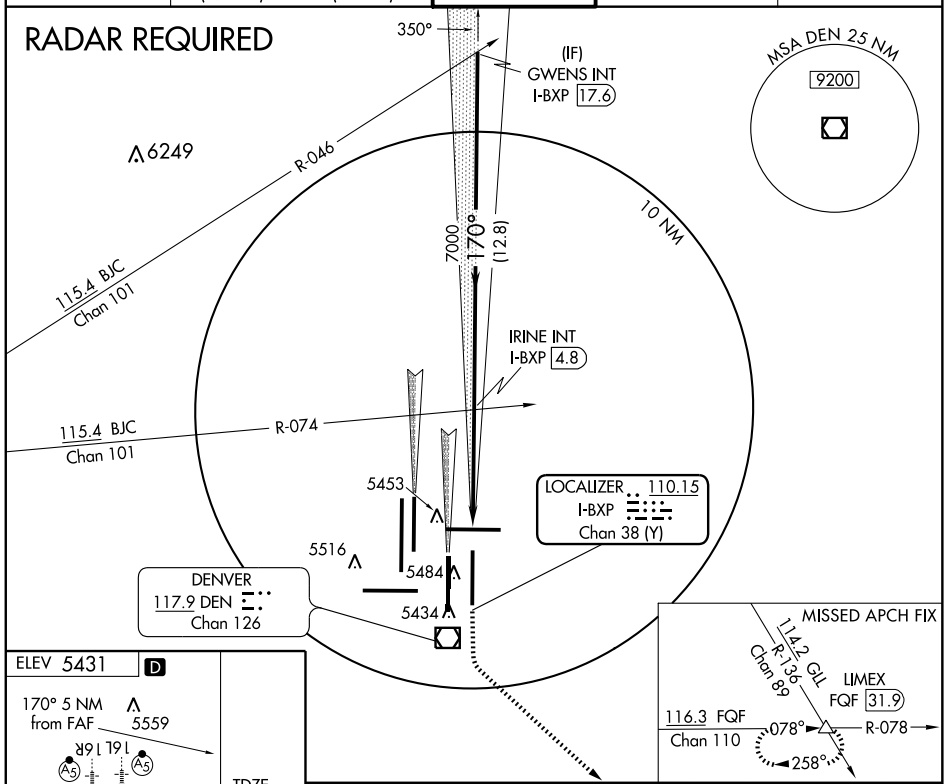
## DENVER INTL (DEN)

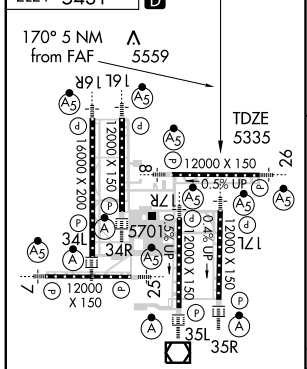
Simultaneous approaches authorized with Rwy 16L and 17R. S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5900, then climbing left turn to 10000 via 120° heading and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

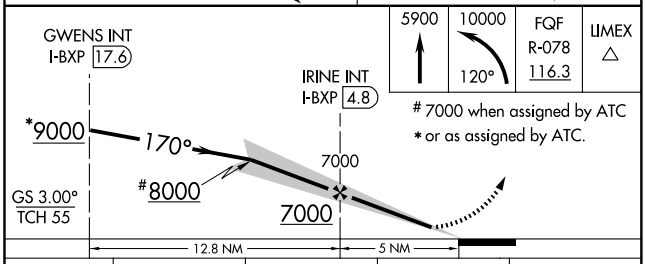
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




# 7000 when assigned by ATC
* or as assigned by ATC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | ** 5535/24 200 (200-½) | | | |
| S-LOC 17L | 5700/24 365 (300-½) | | | 5700/40 365 (300-¾) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-ERP | APP CRS | Rwy ldg 12000 |
|---|---|---|
| 111.55 | 260° | TDZE 5352 |
| Chan 52 (Y) | | Apt Elev 5431 |

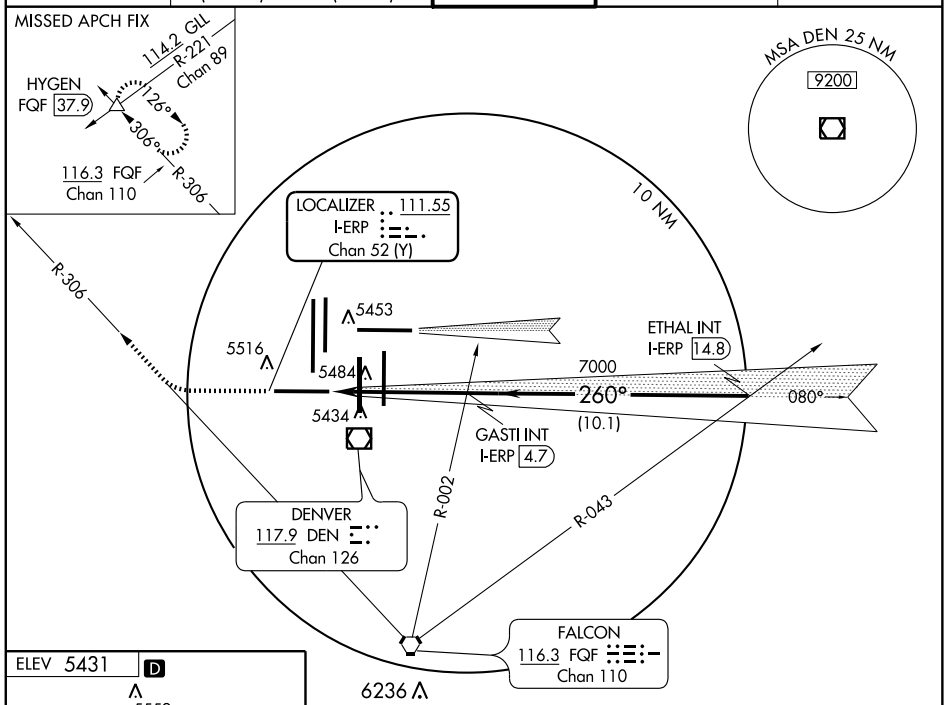
# ILS or LOC RWY 25
## DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 26.
S-LOC minimums not authorized during simultaneous operations.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

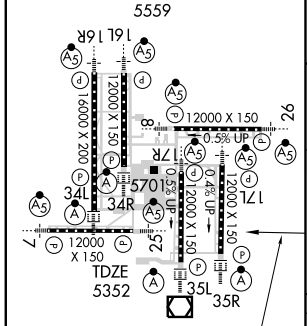
MALSR (A5)

MISSED APPROACH: Climb to 12000 via 260° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 132.35 273.55 | 127.5 379.175 | 118.75 |



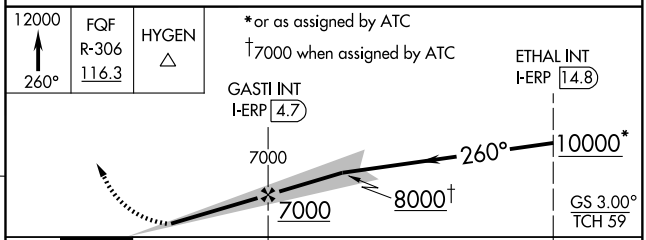

RADAR REQUIRED




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

260° 4.9 NM from FAF

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | # 5552/24 200 (200-½) | | | |
| S-LOC 25 | 5720/24 368 (300-½) | | | 5720/40 368 (300-¾) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-DXU 111.9 Chan 56 | APP CRS 350° | Rwy ldg 16000 TDZE 5324 Apt Elev 5431 |
|---|---|---|

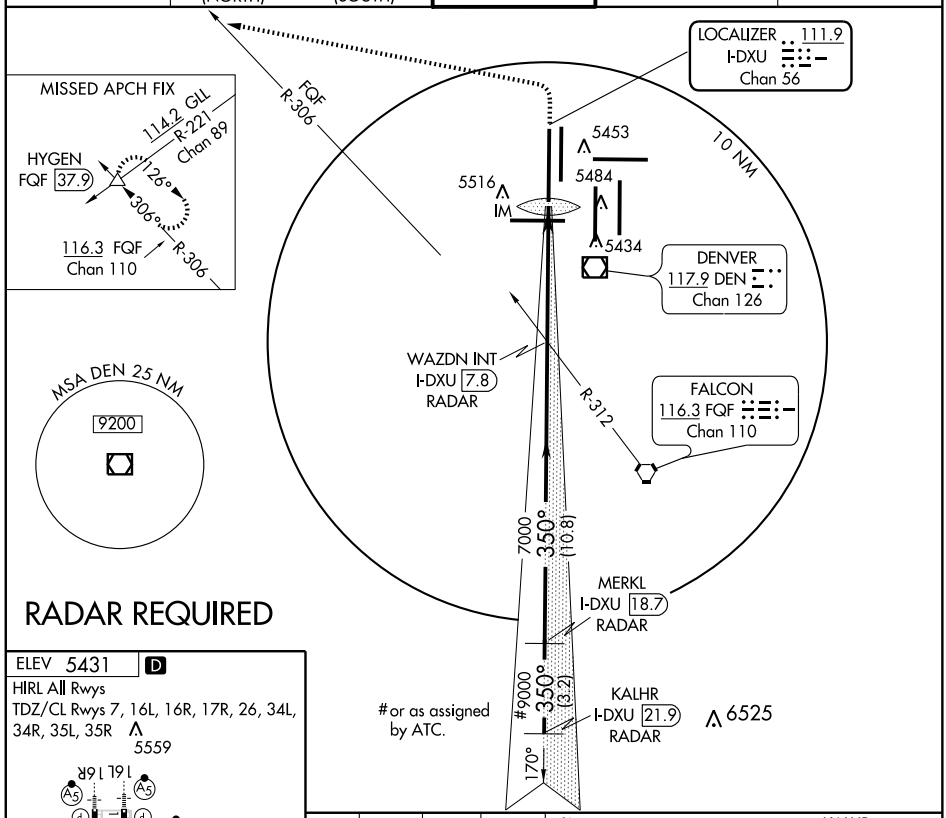
# ILS or LOC RWY 34L
## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.
S-LOC minima not authorized during simultaneous operations.
* DME or RADAR required.

ALSF-2

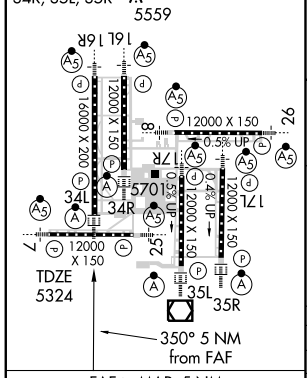
MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

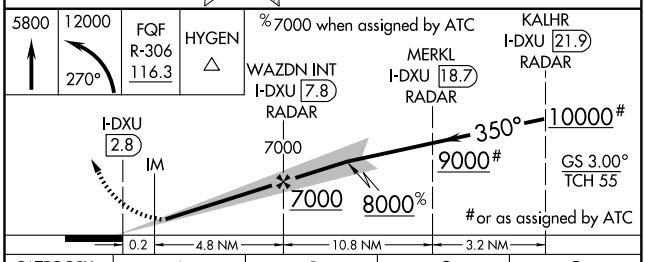



RADAR REQUIRED

ELEV 5431 D
HIRL All Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | 5524/18 200 (100-½) | | | |
| S-LOC 34L* | 5940/24 616 (600-½) | | 5940/60 616 (600-1¼) | 5940-1½ 616 (600-1½) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-LTT 111.1 Chan 48 | APP CRS 170° | Rwy ldg 12000 TDZE 5354 Apt Elev 5431 |
|---|---|---|

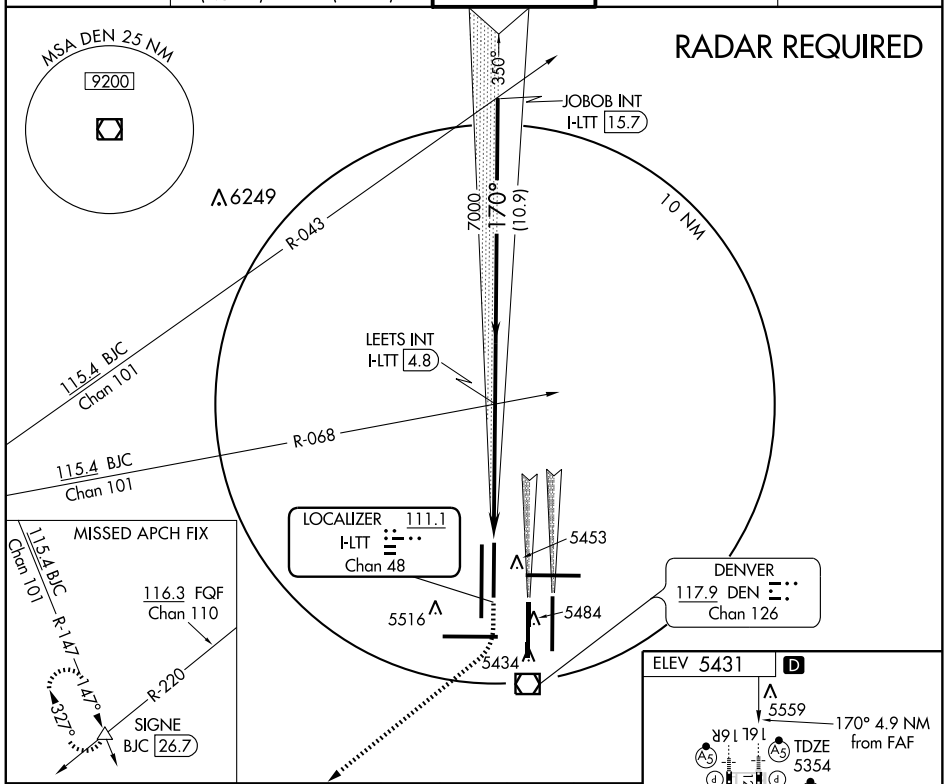
# ILS RWY 16L
## DENVER INTL (DEN)

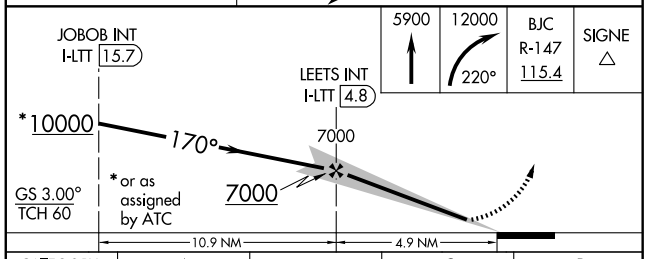
Simultaneous approaches authorized with Rwy 17L and 17R.
S-LOC minima not authorized during simultaneous operations.

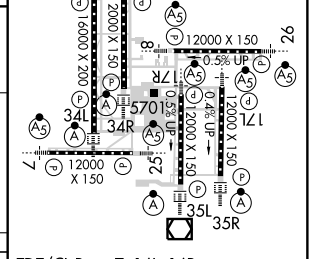
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 12000 via 220° heading and BJC VOR/DME R-147 to SIGNE INT/BJC 26.7 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 5554/18 200 (200-½) | | | |
| S-LOC 16L | 5820/24 466 (400-½) | | 5820/40 466 (400-¾) | 5820/50 466 (400-1) |
| CIRCLING | NA | | | |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-ACX | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 108.5 | 170° | TDZE | 5388 |
| Chan 22 | | Apt Elev | 5431 |

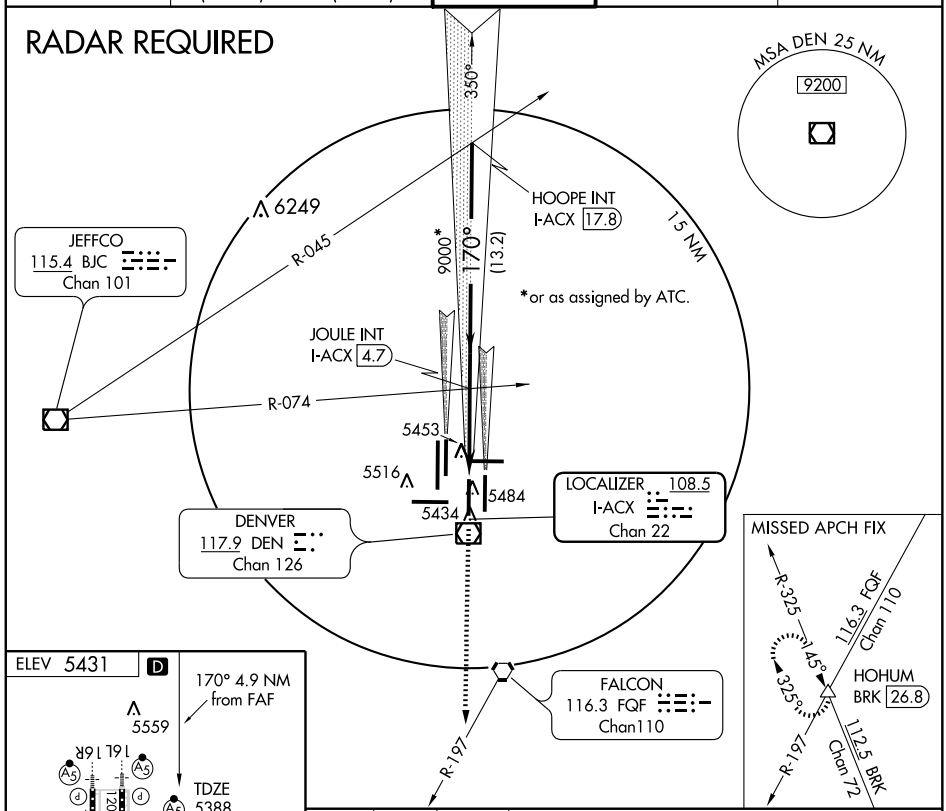
# ILS RWY 17R
## DENVER INTL (DEN)

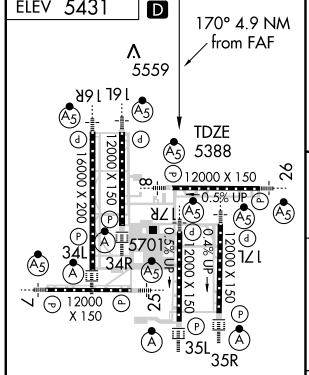
Simultaneous approaches authorized with Rwy 16L and 17L.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 10000 via 170° heading and FQF VORTAC R-197 to HOHUM INT/BRK 26.8 DME and hold.

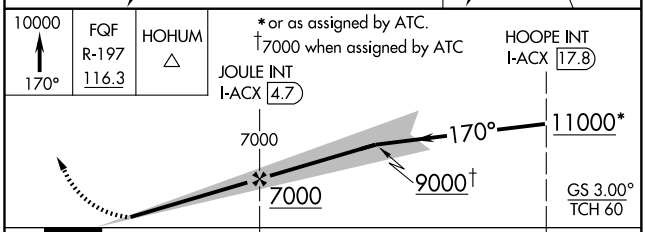
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 4.9 NM | | | | |
|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 5588/18 200 (200-½) | | | |
| S-LOC 17R | 5680/24 292 (300-½) | | | 5680/40 292 (300-¾) |
| CIRCLING | NA | | | |

| LOC/DME I-JOY 108.9 Chan 26 | APP CRS 260° | Rwy ldg 12000 TDZE 5306 Apt Elev 5431 |
|---|---|---|

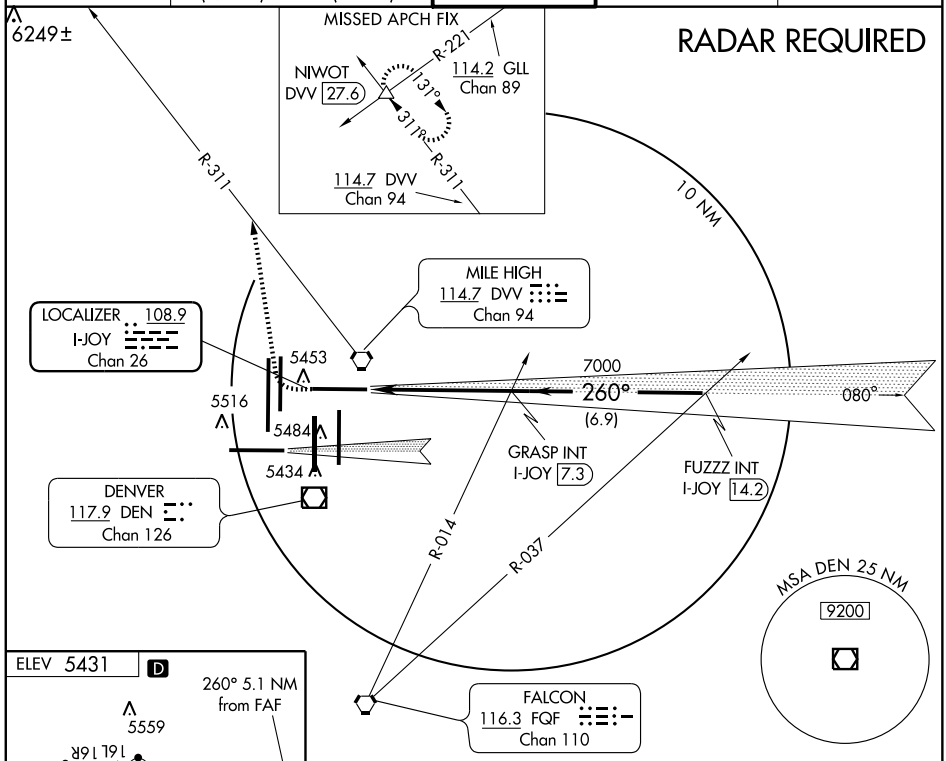
# ILS RWY 26
## DENVER INTL (DEN)

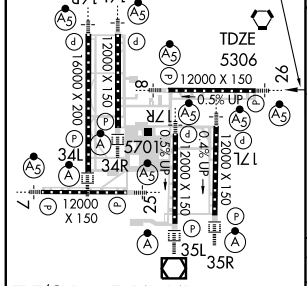
Simultaneous approaches authorized with Rwy 25. S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 via 340° heading and DVV VORTAC R-311 to NIWOT INT/DVV 27.6 DME and hold.

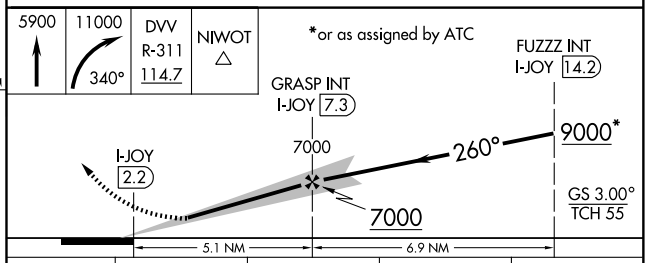
| ATIS | DENVER APP CON | | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) | 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 5.1 NM | | | | |
|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 5506/18 200 (100-½) | | | |
| S-LOC 26 | 5700/24 394 (300-½) | | | 5700/40 394 (300-¾) |
| CIRCLING | NA | | | |

| LOC/DME I-DXU 111.9 Chan 56 | APP CRS 350° | Rwy ldg 16000 TDZE 5324 Apt Elev 5431 |
|---|---|---|

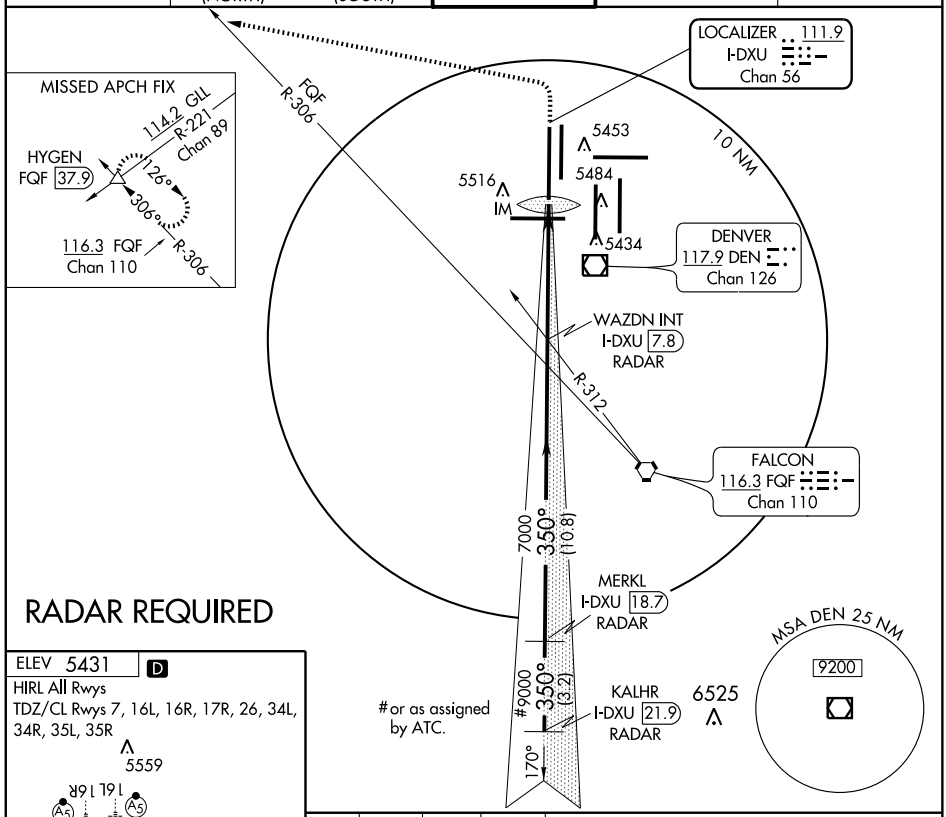
# ILS RWY 34L (CAT II)
## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

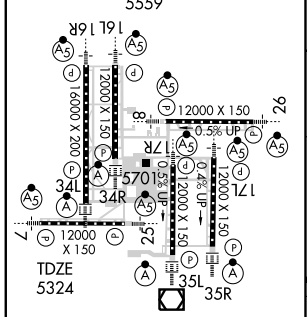


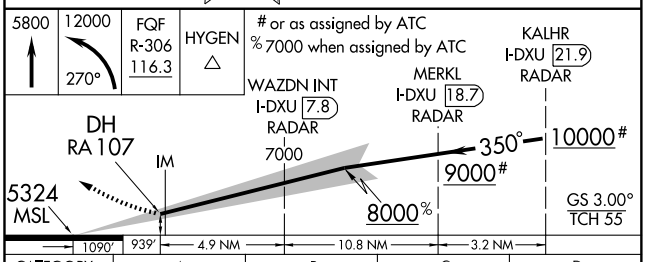

RADAR REQUIRED

ELEV 5431 D

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | RA 107/12 100 DA 5424 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC/DME I-DXU 111.9 Chan 56 | APP CRS 350° | Rwy ldg 16000 TDZE 5324 Apt Elev 5431 |
|---|---|---|

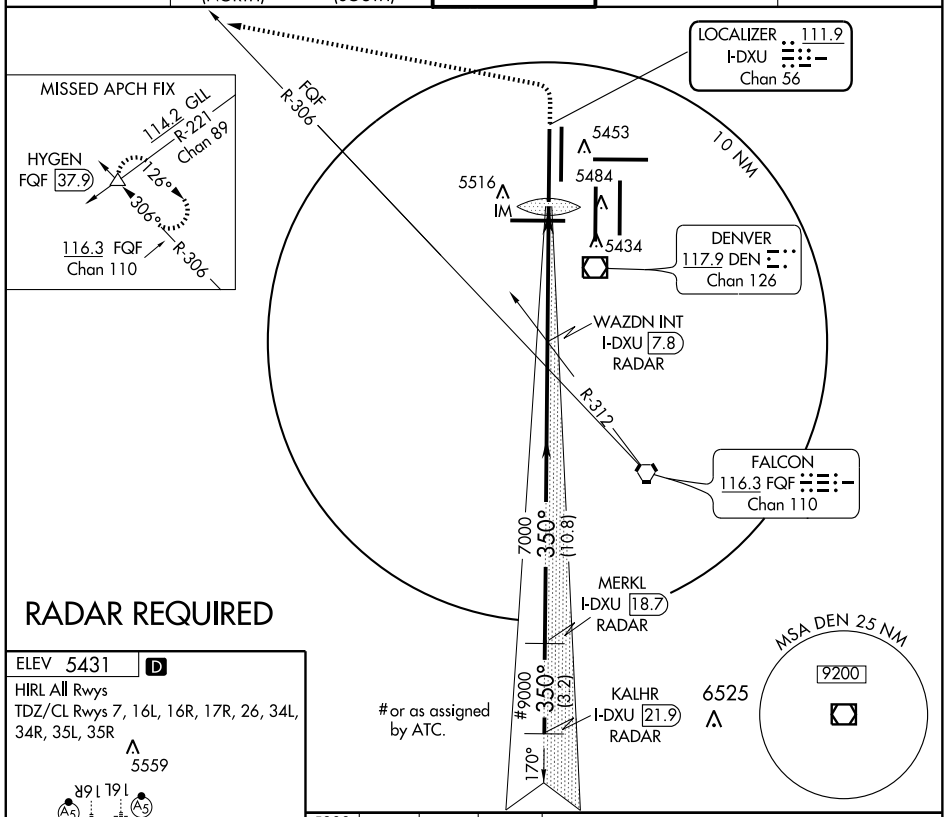
# ILS RWY 34L (CAT III)
## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |



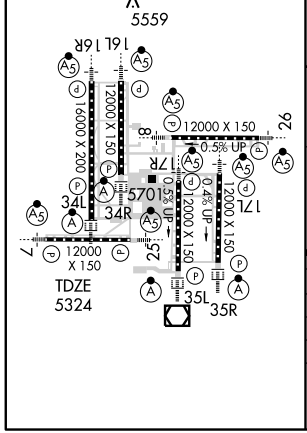

SW-1, 03 JUN 2010 to 01 JUL 2010

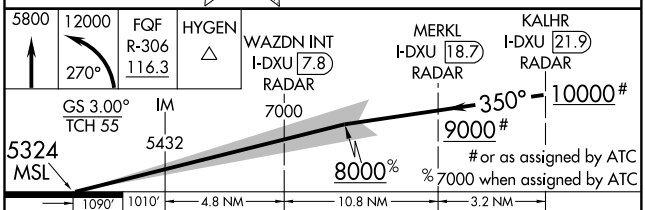
RADAR REQUIRED

ELEV 5431 D

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | CAT IIIa RVR 07 | | | |
| S-ILS 34L | CAT IIIb RVR 03 | | | |
| S-ILS 34L | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| LOC/DME I-OUF 111.1 Chan 48 | APP CRS 350° | Rwy ldg 12000 TDZE 5351 Apt Elev 5431 |
|---|---|---|

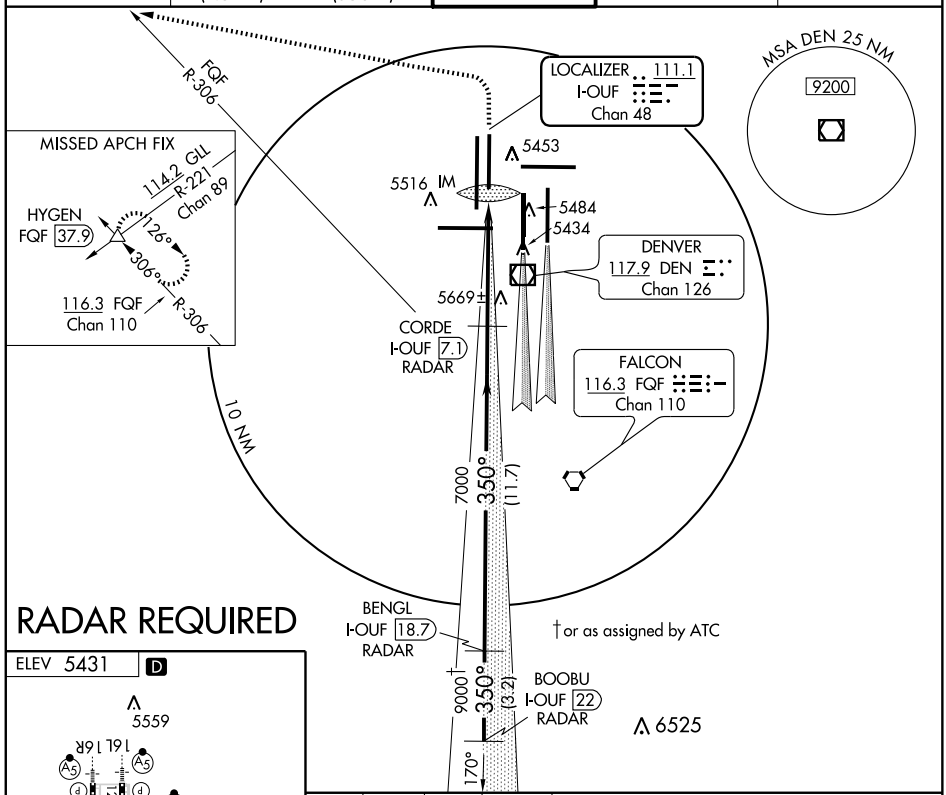
# ILS RWY 34R
## DENVER INTL (DEN)

* DME or RADAR required.
Simultaneous approaches authorized with Rwy 35L and 35R.
S-LOC minima not authorized during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

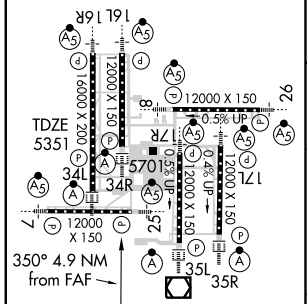
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |




SW-1, 03 JUN 2010 to 01 JUL 2010

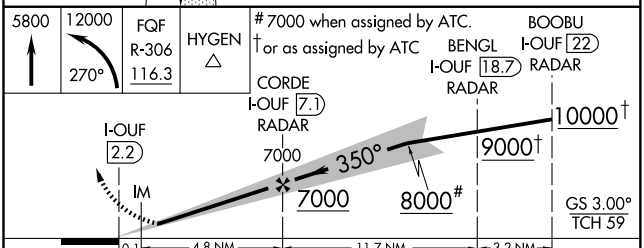
## RADAR REQUIRED

ELEV 5431 D




TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | 5551/18 200 (200-½) | | | |
| S-LOC 34R* | 5920/24 569 (500-½) | | 5920/50 569 (500-1) | 5920/60 569 (500-1¼) |
| CIRCLING | NA | | | |

# ILS RWY 34R (CAT II)
DENVER INTL (DEN)

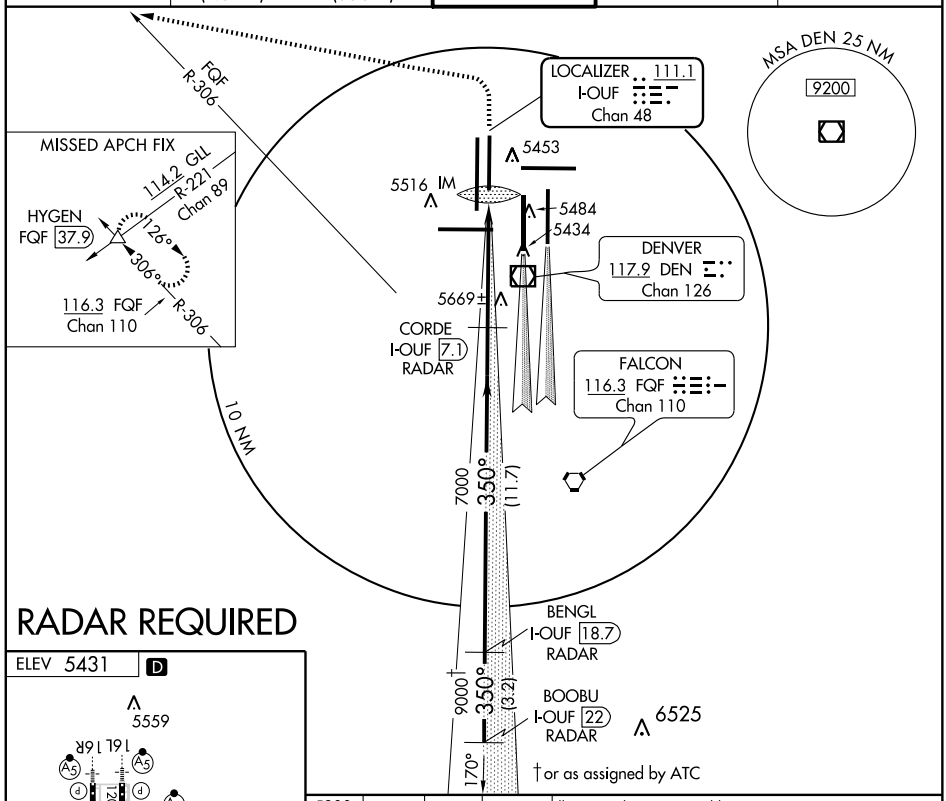
| LOC/DME I-OUF | APP CRS | Rwy ldg 12000 |
|---|---|---|
| 111.1 | 350° | TDZE 5351 |
| Chan 48 | | Apt Elev 5431 |

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

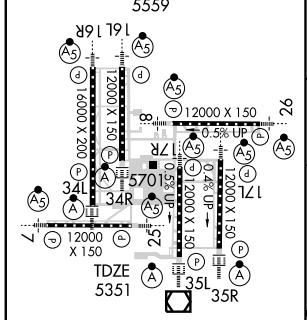
MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

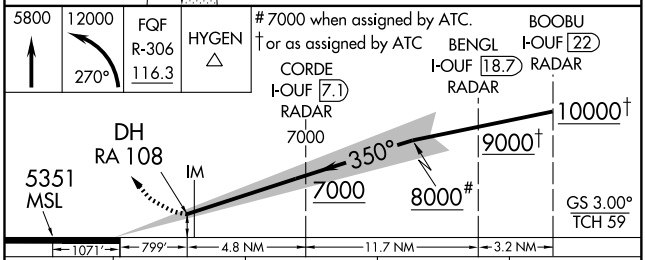



## RADAR REQUIRED

ELEV 5431 D




HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-34R | RA 108/12 100 DA 5451 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-OUF 111.1 Chan 48 | APP CRS 350° | Rwy ldg 12000 TDZE 5351 Apt Elev 5431 |
|---|---|---|

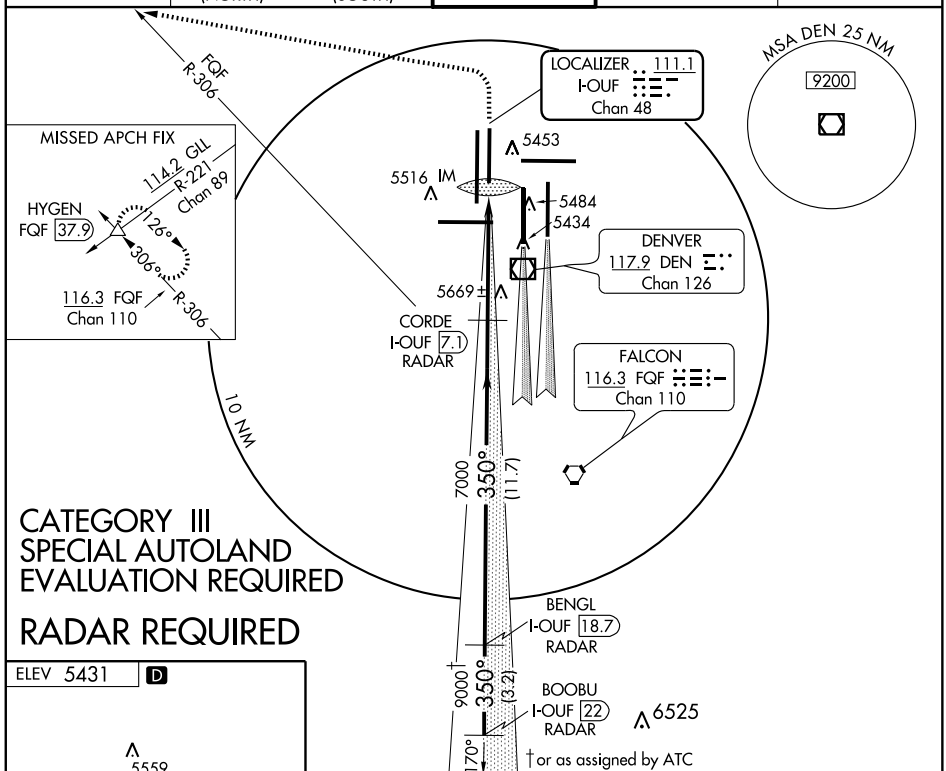
# ILS RWY 34R (CAT III)
## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

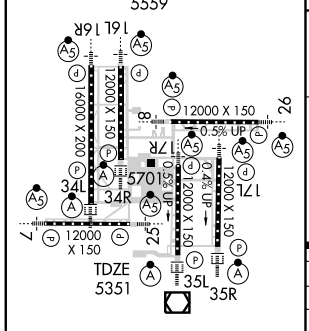
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |



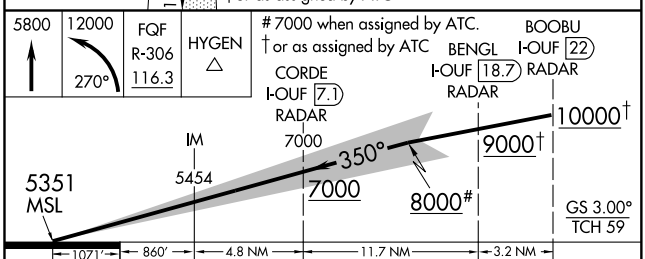

CATEGORY III
SPECIAL AUTOLAND
EVALUATION REQUIRED

RADAR REQUIRED

ELEV 5431 D




HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-34R | CAT IIIa RVR 07 | | | |
| S-ILS-34R | CAT IIIb RVR 03 | | | |
| S-ILS-34R | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 03 JUN 2010 to 01 JUL 2010

# ILS RWY 35L
## DENVER INTL (DEN)

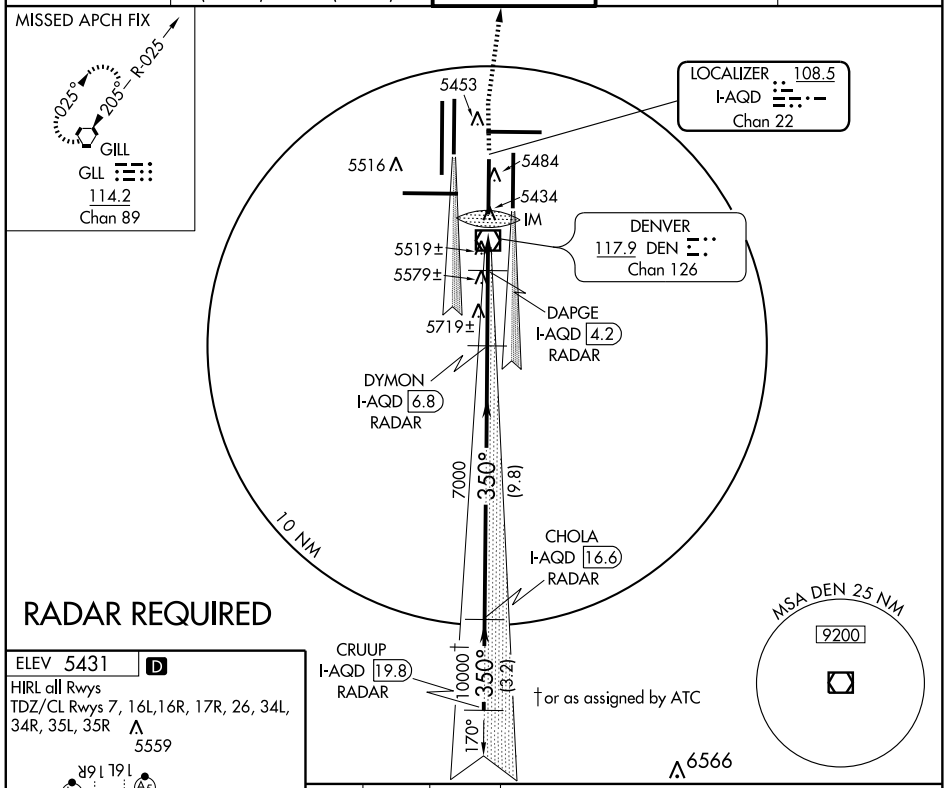
| LOC/DME I-AQD | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 108.5 | 350° | TDZE | 5431 |
| Chan 22 | | Apt Elev | 5431 |

** DME or RADAR required.
Simultaneous approaches authorized with Rwy 34R and 35R.
S-LOC minima not authorized during simultaneous operations.

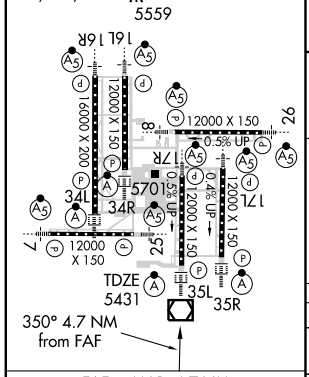
ALSF-2

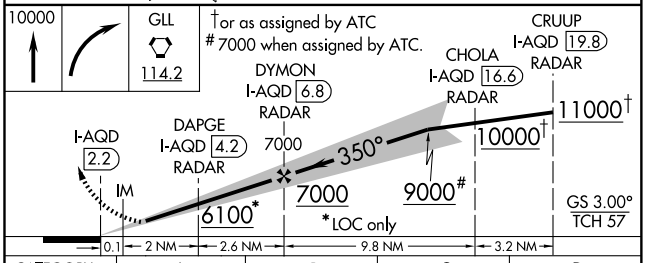
MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

| ATIS | DENVER APP CON | | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) | 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |




ELEV 5431 D
HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 5631/18 200 (200-½) | | | |
| S-LOC 35L** | 5780/24 349 (400-½) | | | 5780/40 349 (400-¾) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-AQD | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 108.5 | 350° | TDZE | 5431 |
| Chan 22 | | Apt Elev | 5431 |

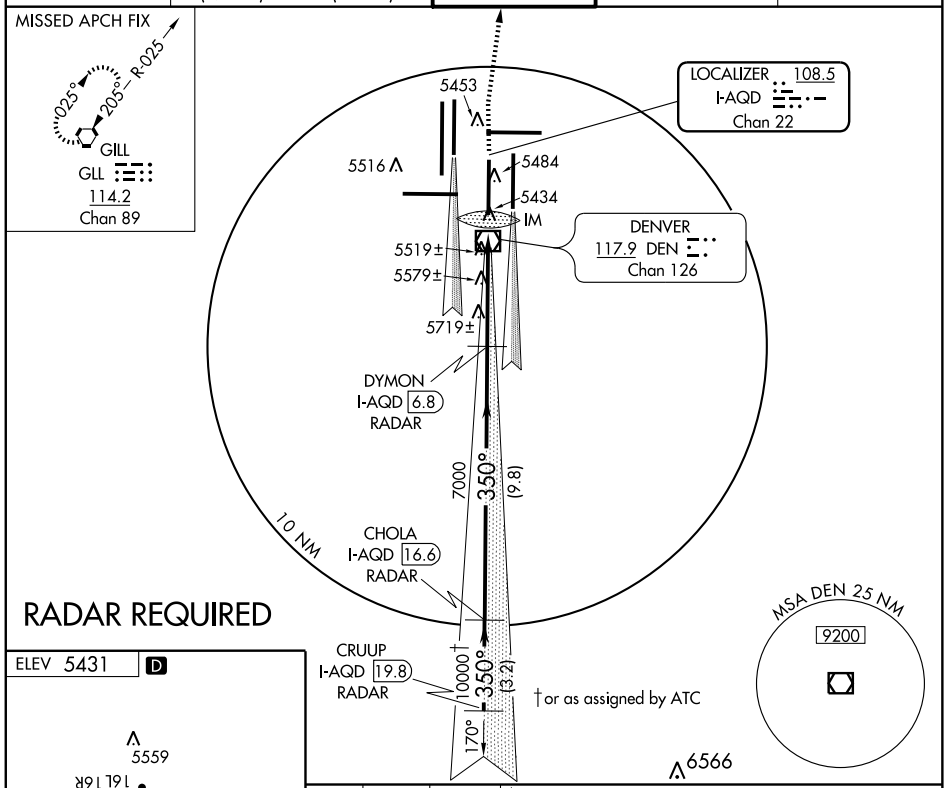
# ILS RWY 35L (CAT II)
## DENVER INTL (DEN)

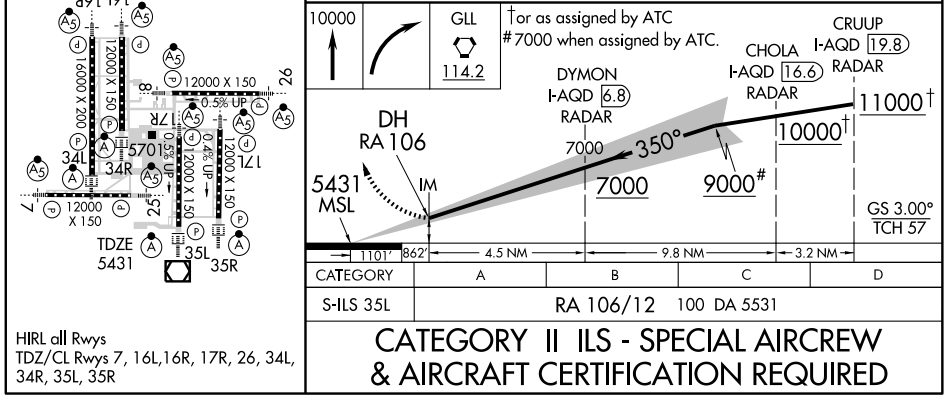
Simultaneous approaches authorized with Rwy 34R and 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | RA 106/12 100 DA 5531 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-1, 03 JUN 2010 to 01 JUL 2010

DENVER, COLORADO

AL-9077 (FAA)

| LOC/DME I-AQD | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 108.5 | 350° | TDZE | 5431 |
| Chan 22 | | Apt Elev | 5431 |

# ILS RWY 35L (CAT III)

## DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 34R and 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

5453 5516 5484 5434 IM 5519± 5579± 5719±

DENVER 117.9 DEN Chan 126

DYMON I-AQD 6.8 RADAR

7000 350° (9.8)

10 NM

CHOLA I-AQD 16.6 RADAR

CRUUP I-AQD 19.8 RADAR

10000† 350° (3.2)

170°

†or as assigned by ATC

6566

MSA DEN 25 NM 9200

RADAR REQUIRED

ELEV 5431 D

5559

16L 16R 12000 X 150 16000 X 200 8 12000 X 150 0.5% UP 26 17R 17L 12000 X 150 0.4% UP 34L 5701 34R 12000 X 150 0.5% UP 7 12000 X 150 25 TDZE 5431 35L 35R

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

10000 GLL 114.2

†or as assigned by ATC

# 7000 when assigned by ATC.

CRUUP I-AQD 19.8 RADAR

CHOLA I-AQD 16.6 RADAR

DYMON I-AQD 6.8 RADAR

11000† 10000† 7000 350° 9000# IM 5533 5431 MSL

GS 3.00° TCH 57

1101' 860' 4.5 NM 9.8 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | | CAT IIIa | RVR 07 | |
| S-ILS 35L | | CAT IIIb | RVR 03 | |
| S-ILS 35L | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1. 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-DPP | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 110.15 | 350° | TDZE | 5367 |
| Chan 38(Y) | | Apt Elev | 5431 |

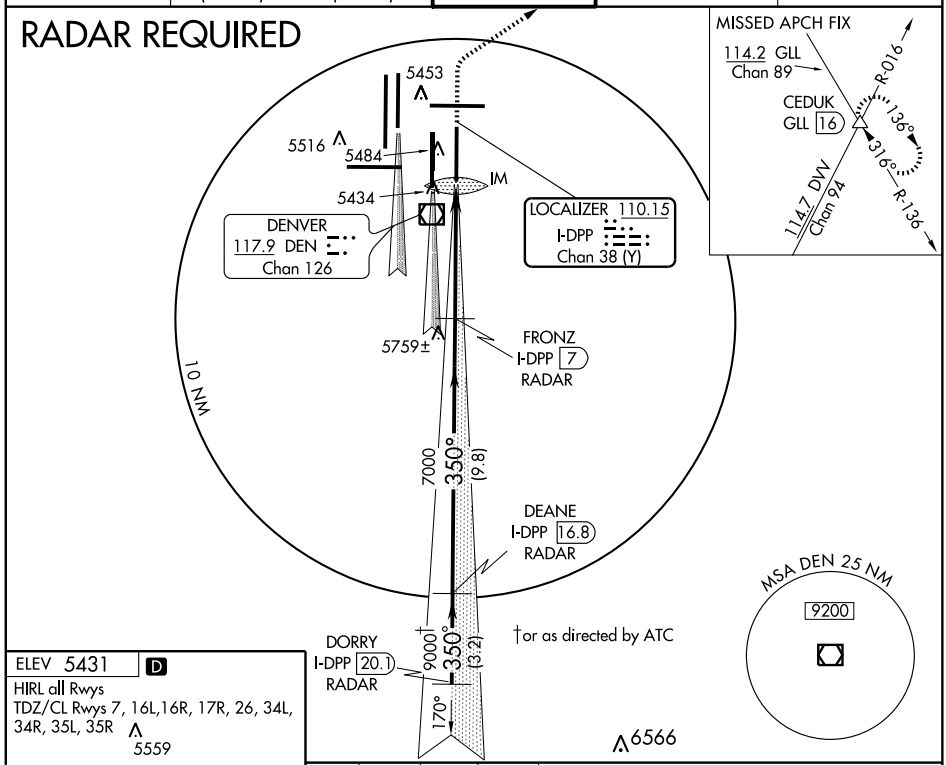
# ILS RWY 35R
## DENVER INTL (DEN)

*DME or RADAR required.
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.
S-LOC minima not authorized during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

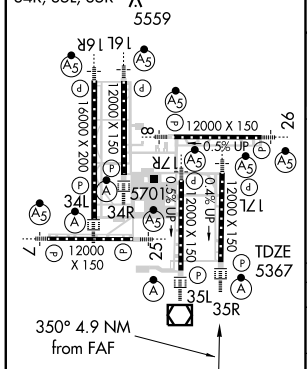
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |



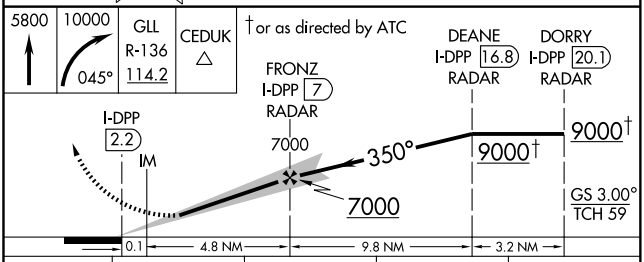

SW-1, 03 JUN 2010 to 01 JUL 2010

ELEV 5431 D

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| FAF to MAP 4.9 NM | | | | |
|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 5567/18 200 (200-½) | | | |
| S-LOC 35R* | 5940/24 573 (600-½) | | 5940/50 573 (600-1) | 5940/60 573 (600-1¼) |
| CIRCLING | NA | | | |

| LOC/DME I-DPP | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 110.15 | 350° | TDZE | 5367 |
| Chan 38(Y) | | Apt Elev | 5431 |

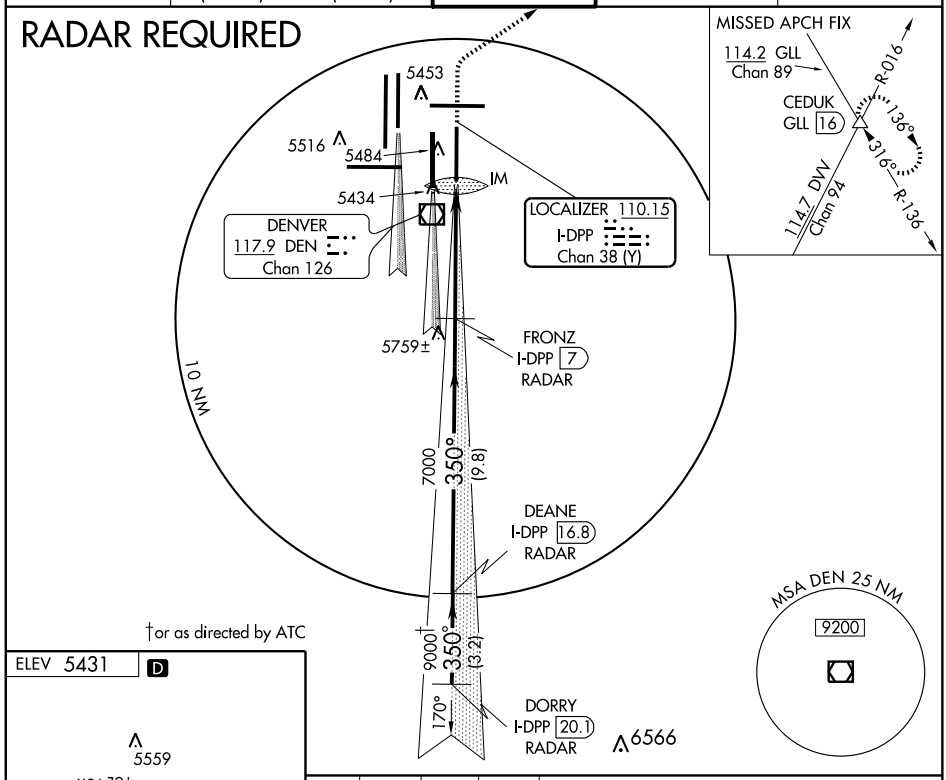
# ILS RWY 35R (CAT II)
## DENVER INTL (DEN)

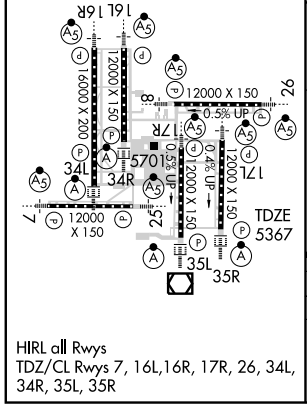
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

ALSF-2

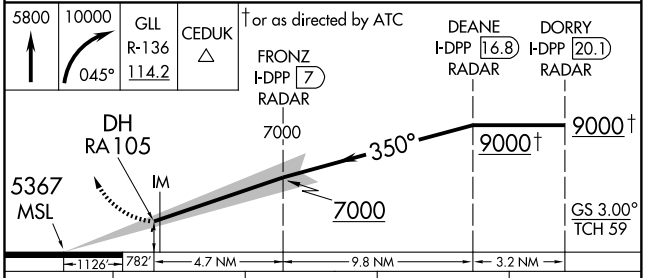
MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | RA 105/12 100 DA 5467 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-DPP | APP CRS | Rwy ldg | 12000 |
|---|---|---|---|
| 110.15 | 350° | TDZE | 5367 |
| Chan 38 (Y) | | Apt Elev | 5431 |

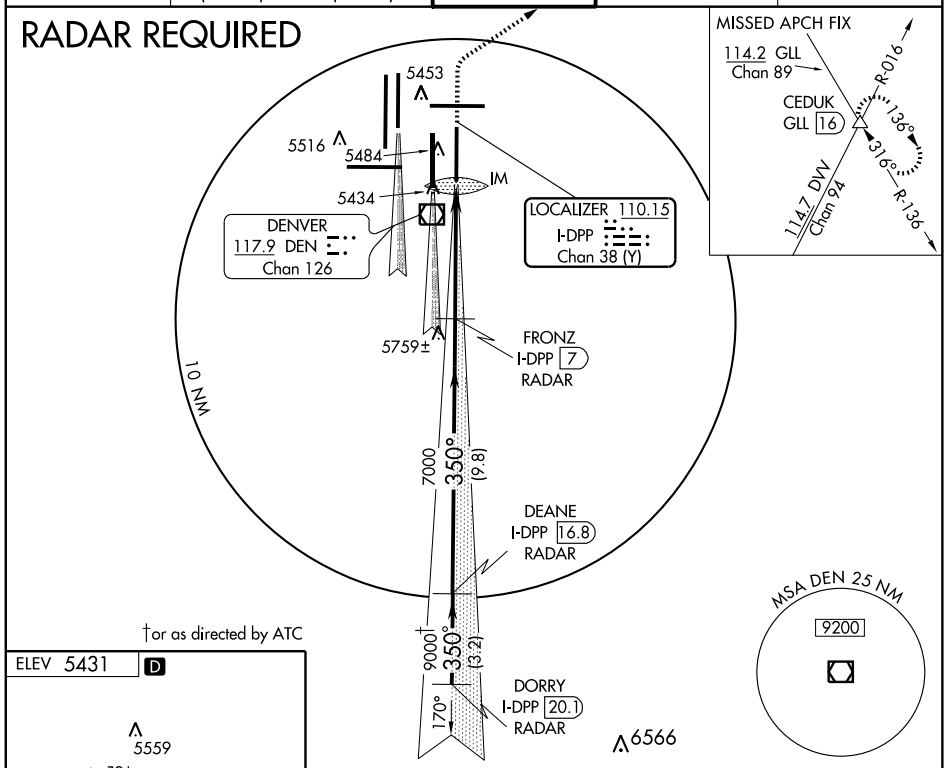
# ILS RWY 35R (CAT III)
## DENVER INTL (DEN)

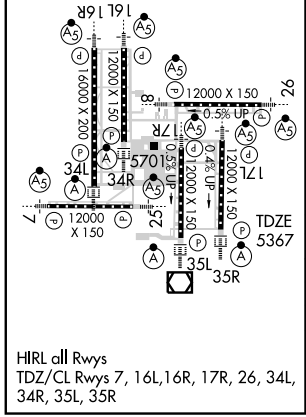
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

ALSF-2

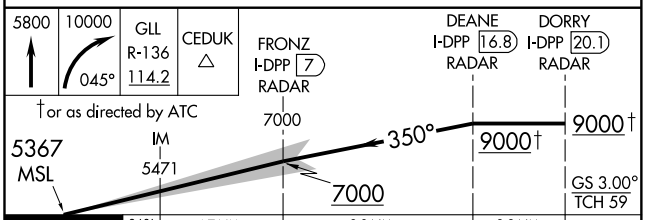
MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | | CAT IIIa | RVR 07 | |
| S-ILS 35R | | CAT IIIb | RVR 03 | |
| S-ILS 35R | | CAT IIIc | NA | |

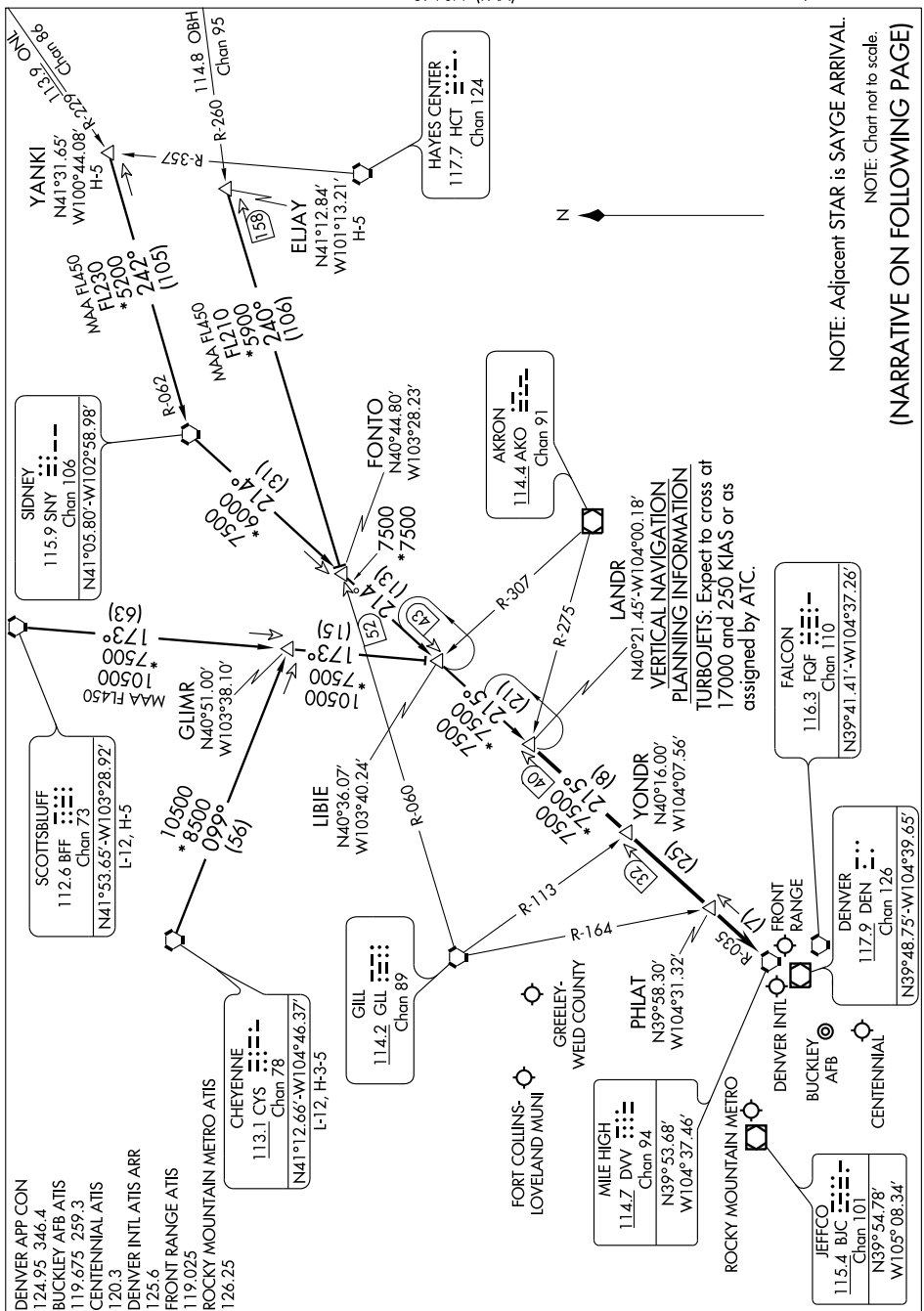
## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1. 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

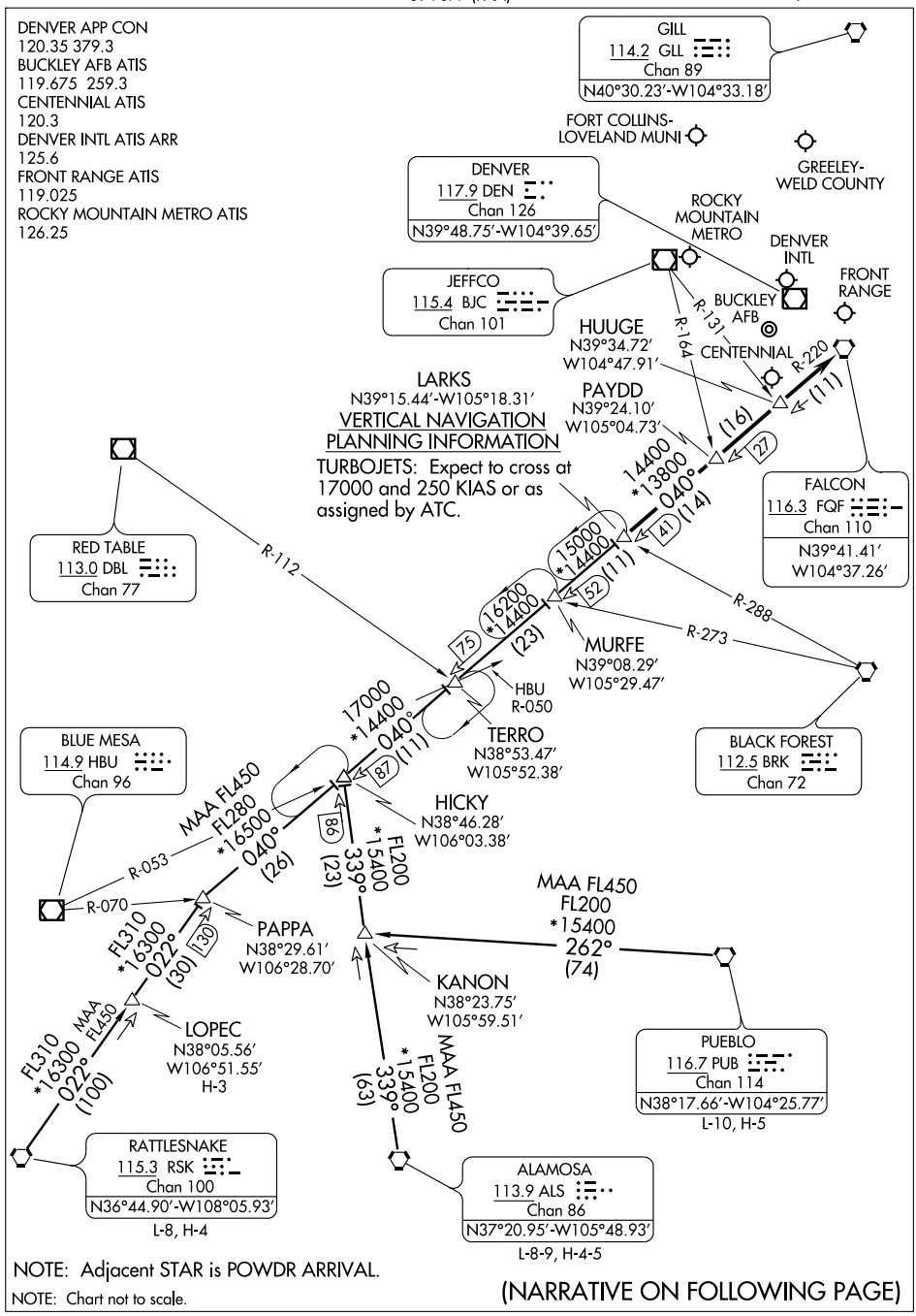
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

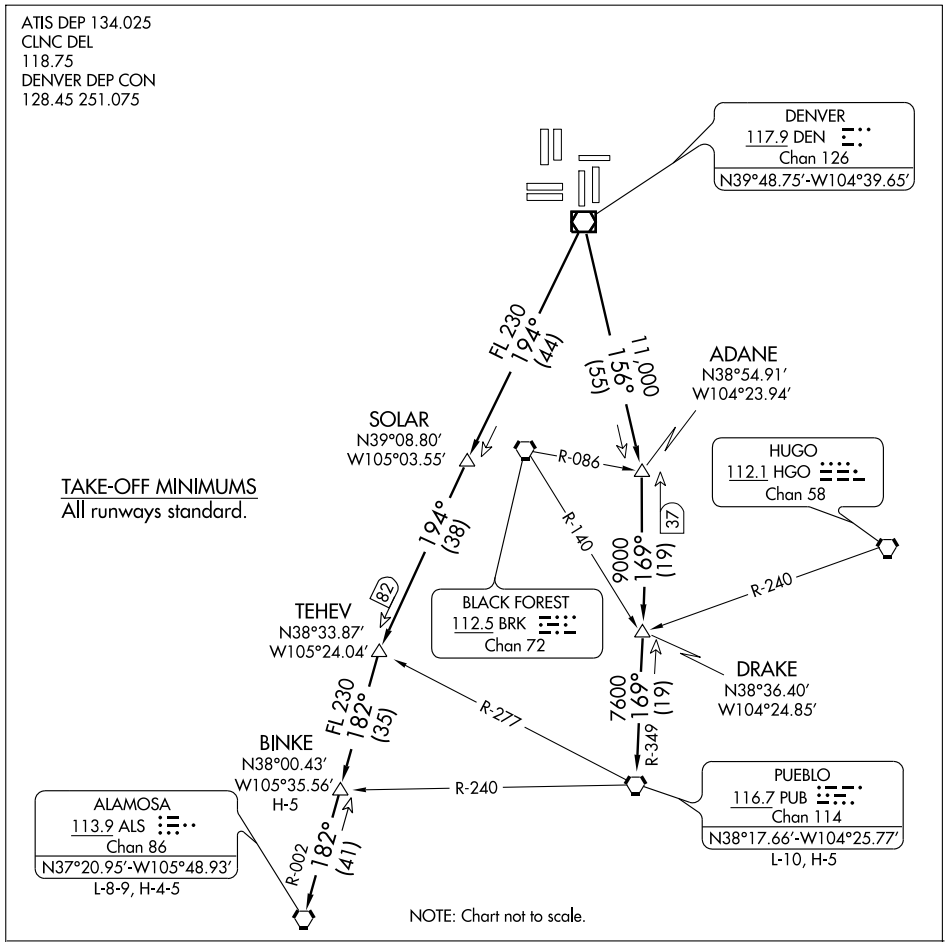
SW-1, 03 JUN 2010 to 01 JUL 2010

# PIKES FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
128.45 251.075




TAKE-OFF MINIMUMS
All runways standard.

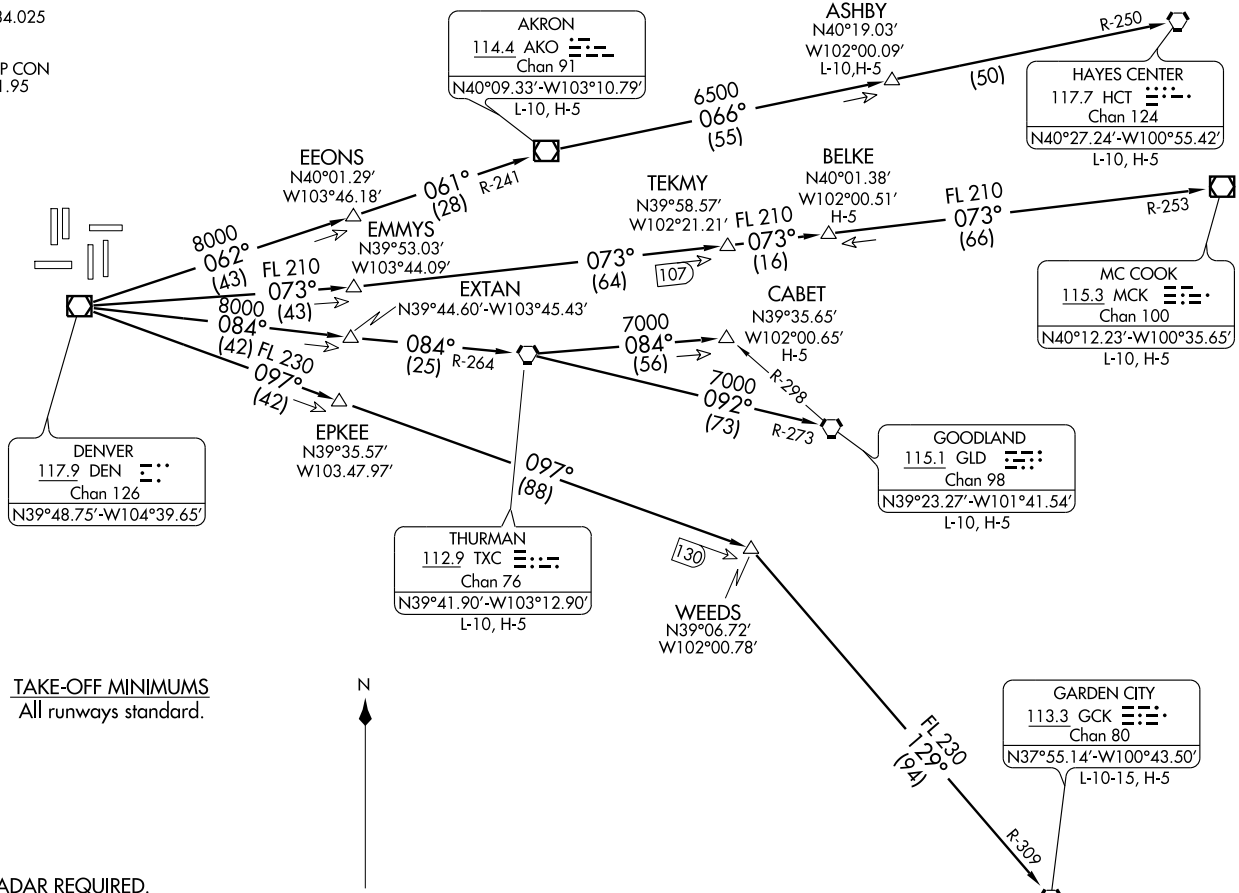
## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# PLAINS FOUR DEPARTURE

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
128.25 371.95




TAKE-OFF MINIMUMS
All runways standard.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

# PLAINS FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

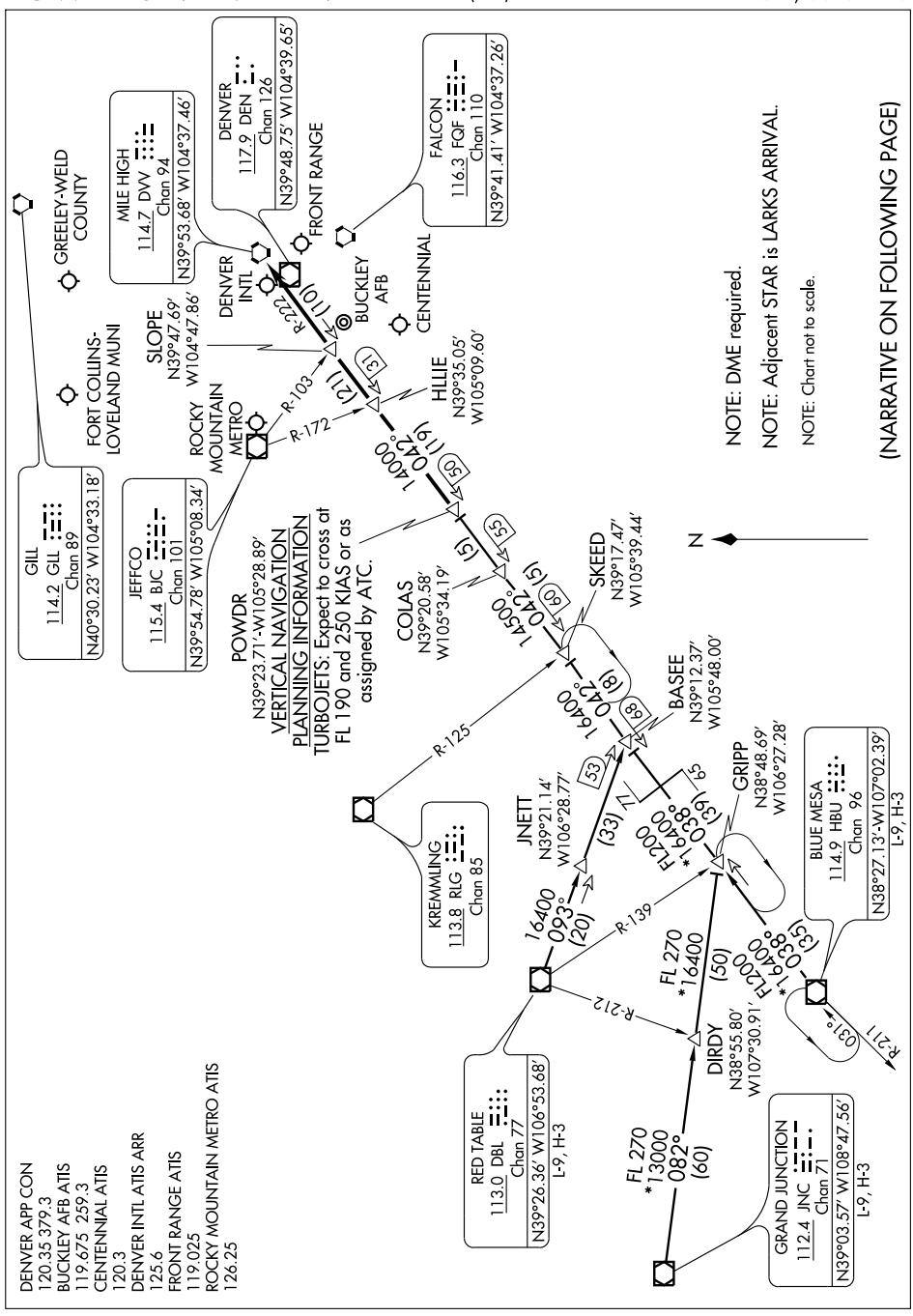
Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

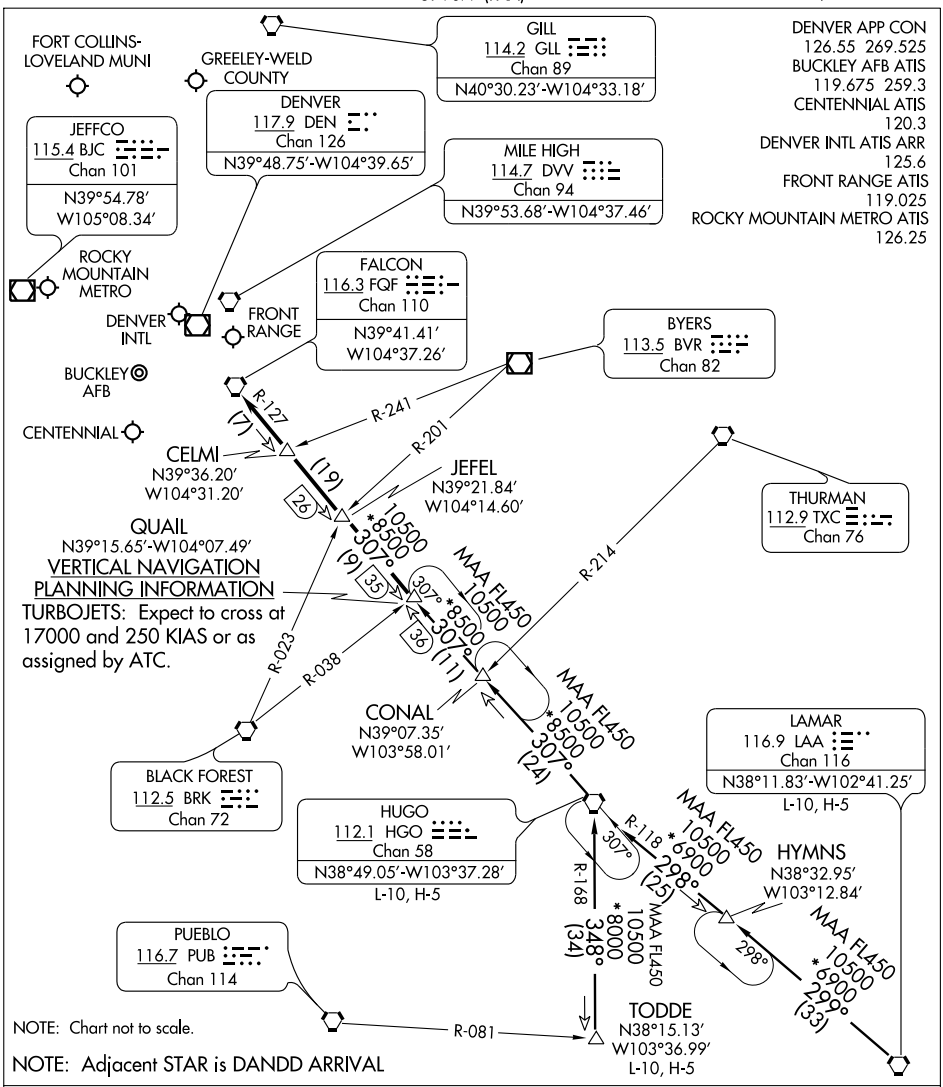
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

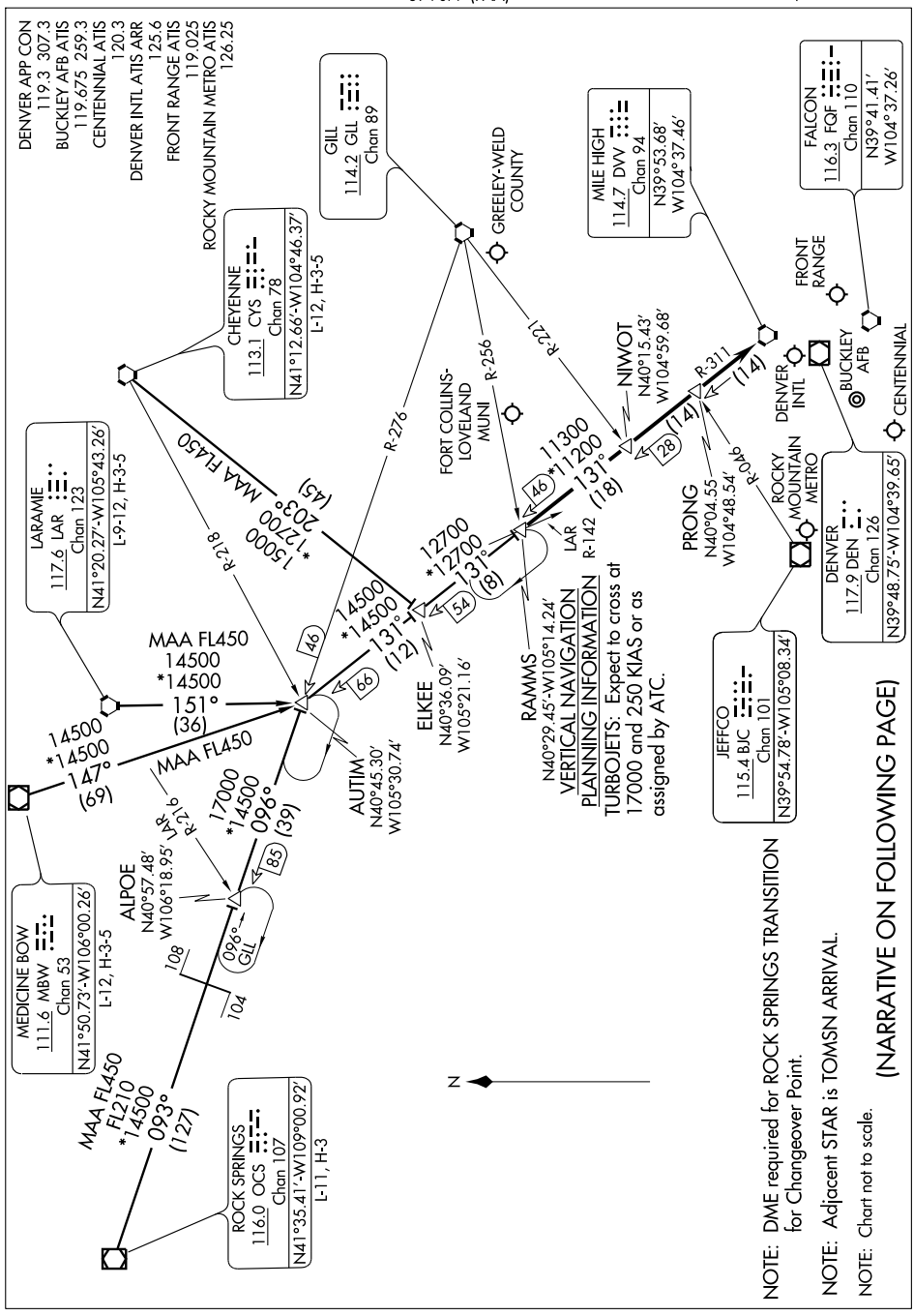
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 079° | TDZE | 5348 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 7
## DENVER INTL (DEN)

NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

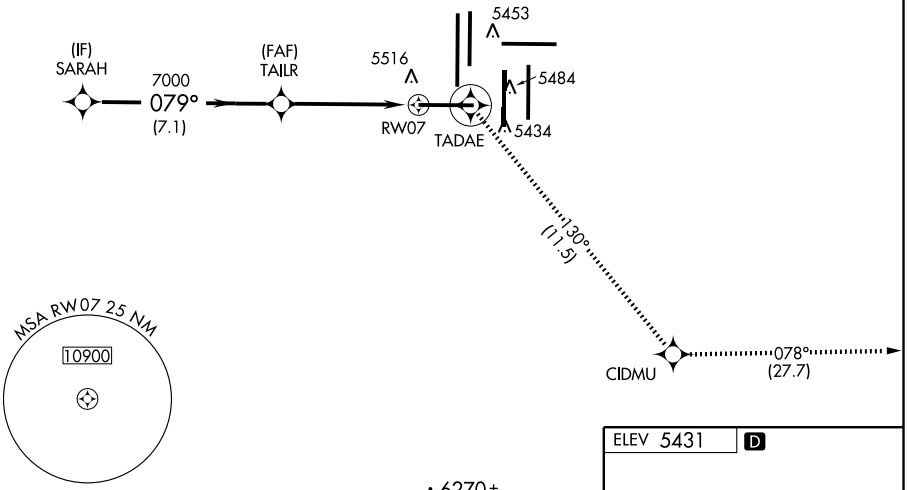
MALSR

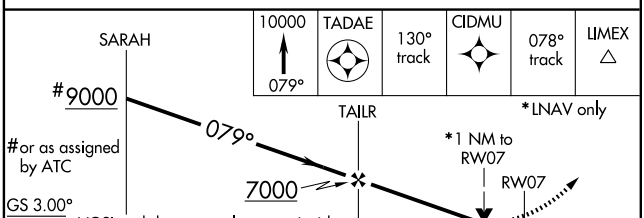
MISSED APPROACH: Climb to 10000 via 079° course to TADAE WP then 130° track to CIDMU WP then 078° track to LIMEX WP and hold.

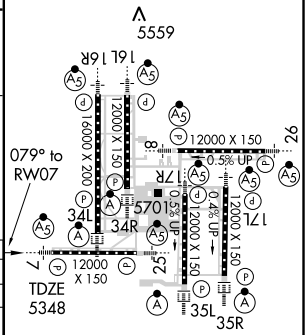
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 132.35 273.55 | 127.5 379.175 | 118.75 |

RADAR REQUIRED

MISSED APCH FIX




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS/PA DA | NA | | | |
| LNAV/VNAV DA | 5740/40 392 (400-¾) | | | |
| LNAV MDA | 5740/24 392 (400-½) | | | 5740/50 392 (400-1) |
| CIRCLING | NA | | | |

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 079° | TDZE | 5351 |
| | Apt Elev | 5431 |

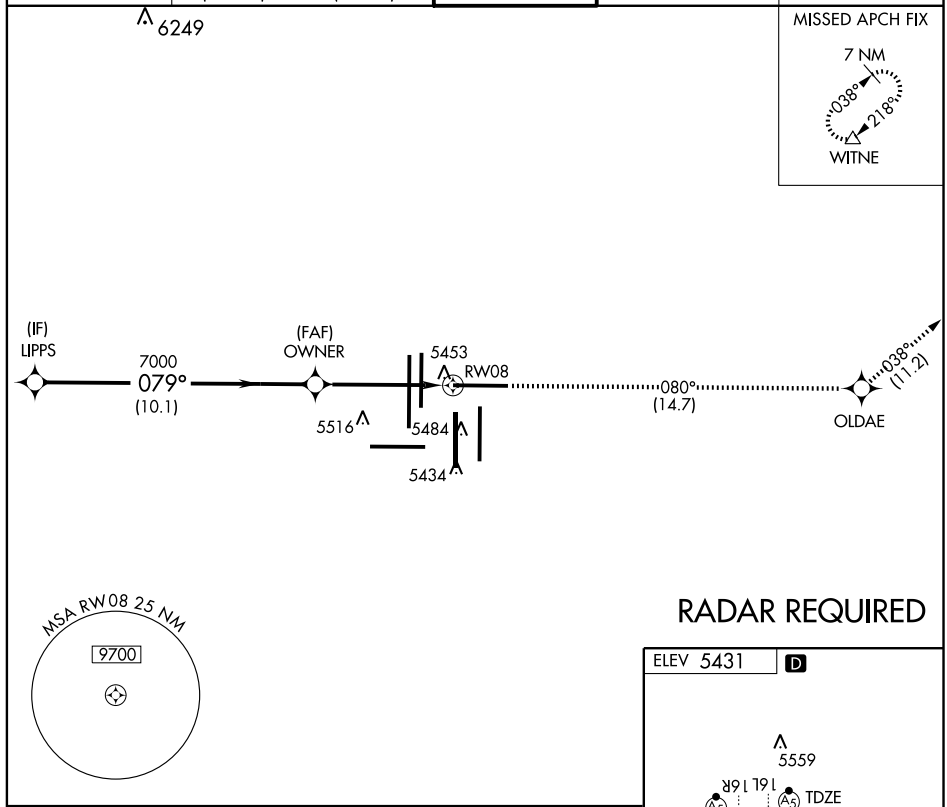
# RNAV (GPS) RWY 8
## DENVER INTL (DEN)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

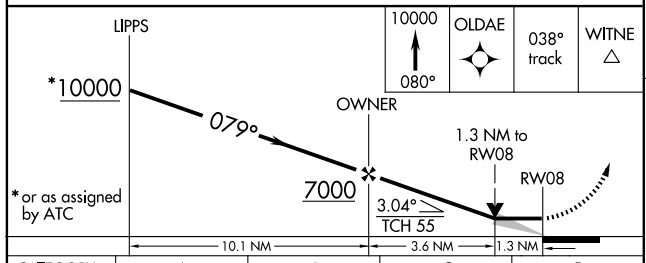
MALSR

MISSED APPROACH: Climb to 10000 via 080° course to OLDAE WP then 038° track to WITNE WP and hold.

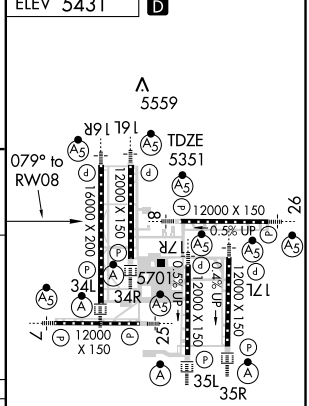
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5820/24 469 (400-½) | | 5820/40 469 (400-¾) | 5820/50 469 (400-1) |
| CIRCLING | NA | | | |




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 170° | TDZE | 5354 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 16L
## DENVER INTL (DEN)

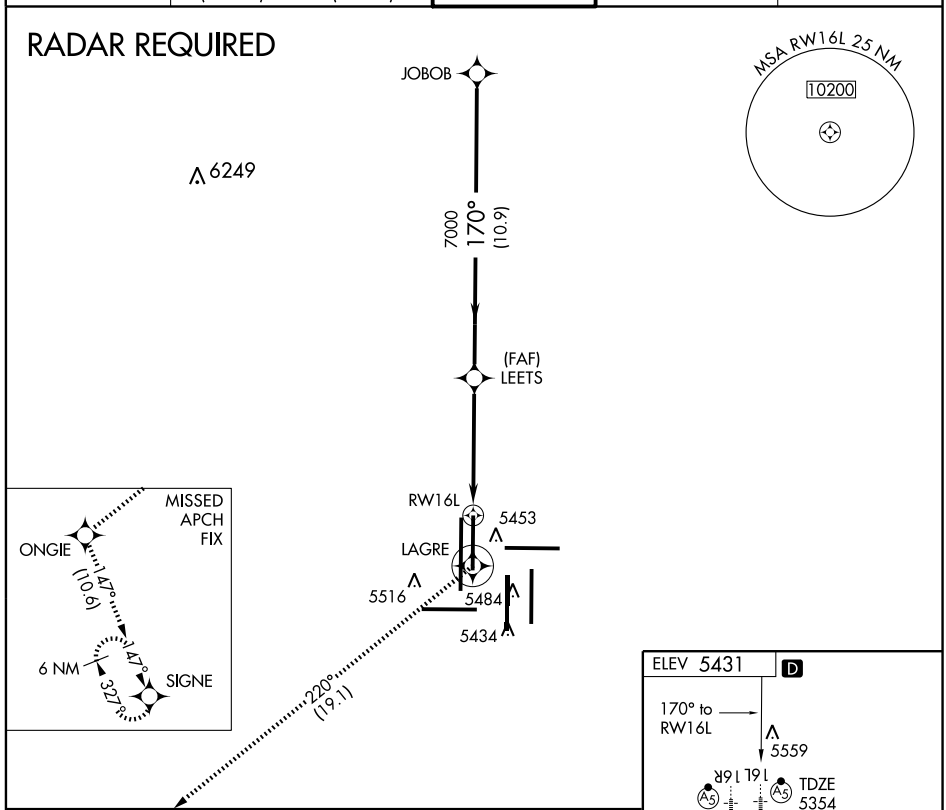
T A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR A5

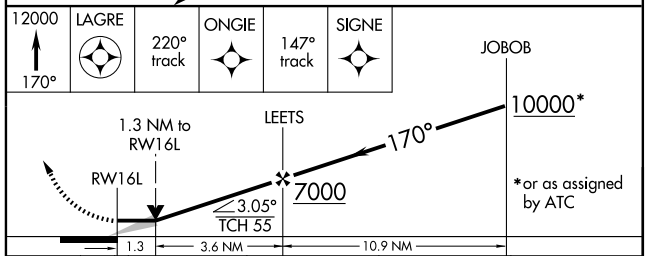
MISSED APPROACH: Climb to 12000 via 170° course to LAGRE WP, then 220° track to ONGIE WP, then 147° track to SIGNE WP and hold.

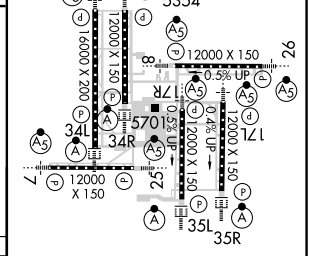
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

RADAR REQUIRED




| 12000 170° | LAGRE | 220° track | ONGIE | 147° track | SIGNE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5820/24 466 (400-½) | | 5820/40 466 (400-¾) | 5820/50 466 (400-1) |
| CIRCLING | NA | | | |

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 16000 |
|---|---|---|
| 170° | TDZE | 5323 |
| | Apt Elev | 5431 |

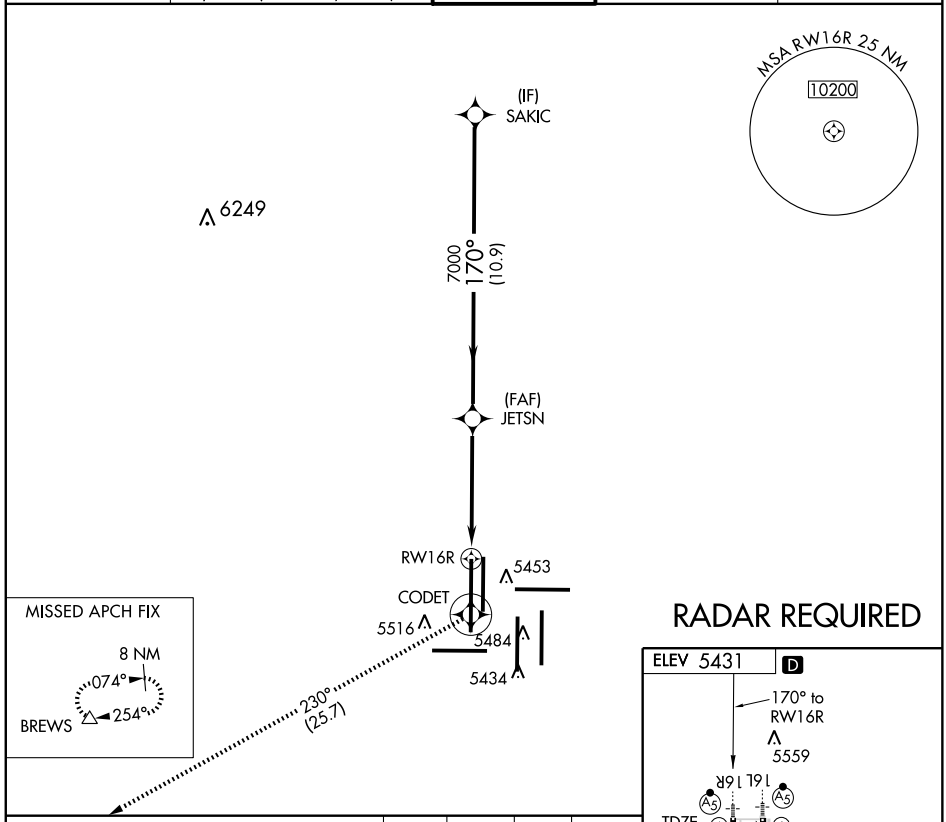
# RNAV (GPS) RWY 16R
## DENVER INTL (DEN)

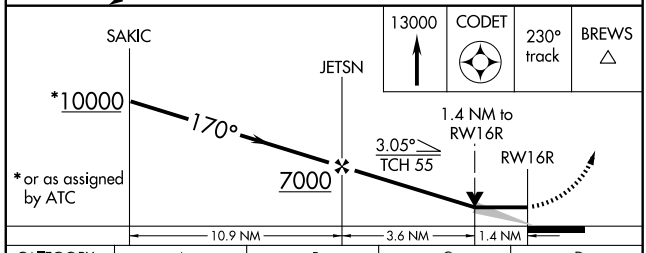
T A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

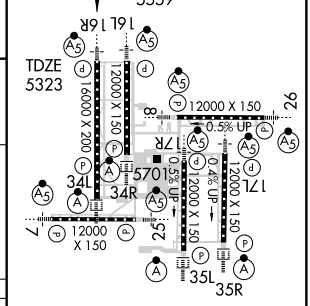
MALSR

MISSED APPROACH: Climb to 13000 direct CODET WP and via 230° track to BREWS WP and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5820/24 497 (400-½) | | 5820/40 497 (400-¾) | 5820/50 497 (400-1) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 170° | TDZE | 5335 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 17L
## DENVER INTL (DEN)

T NA

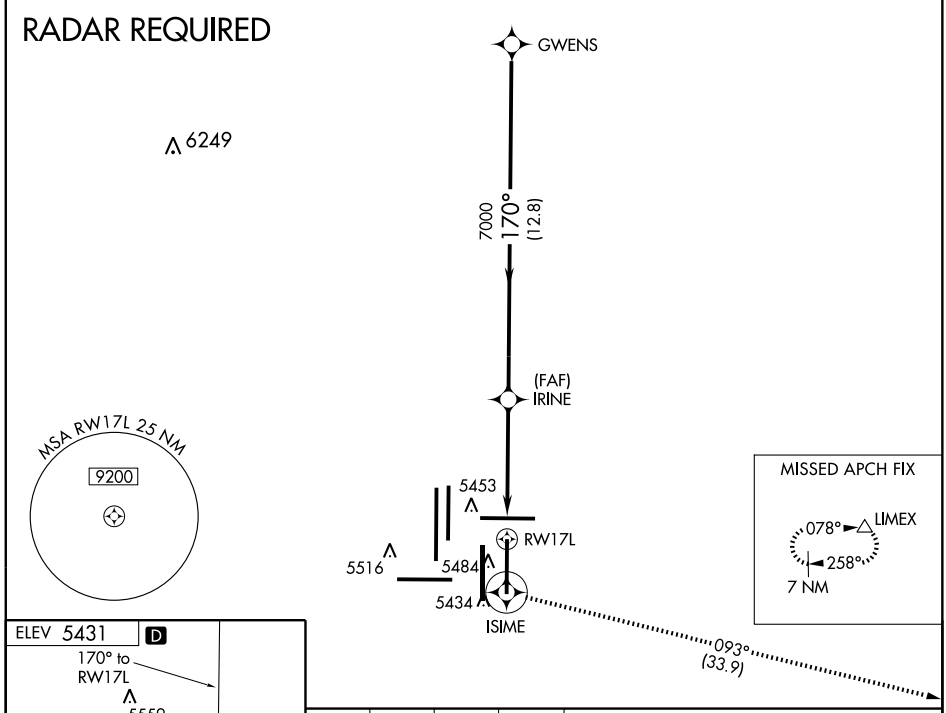
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -25°C (-13°F).
For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.

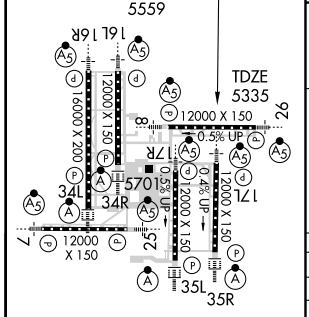
MALSR A5

MISSED APPROACH: Climb to 10000 via 170° course to ISIME WP, then via 093° track to LIMEX WP and hold.

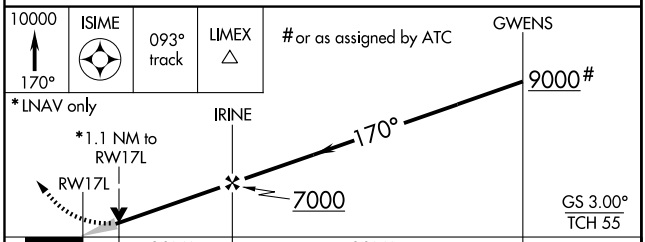
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |

RADAR REQUIRED




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 5700/40 365 (300-¾) | | | |
| LNAV MDA | 5720/24 385 (300-½) | | | 5720/50 385 (300-1) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 170° | TDZE | 5388 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 17R
## DENVER INTL (DEN)

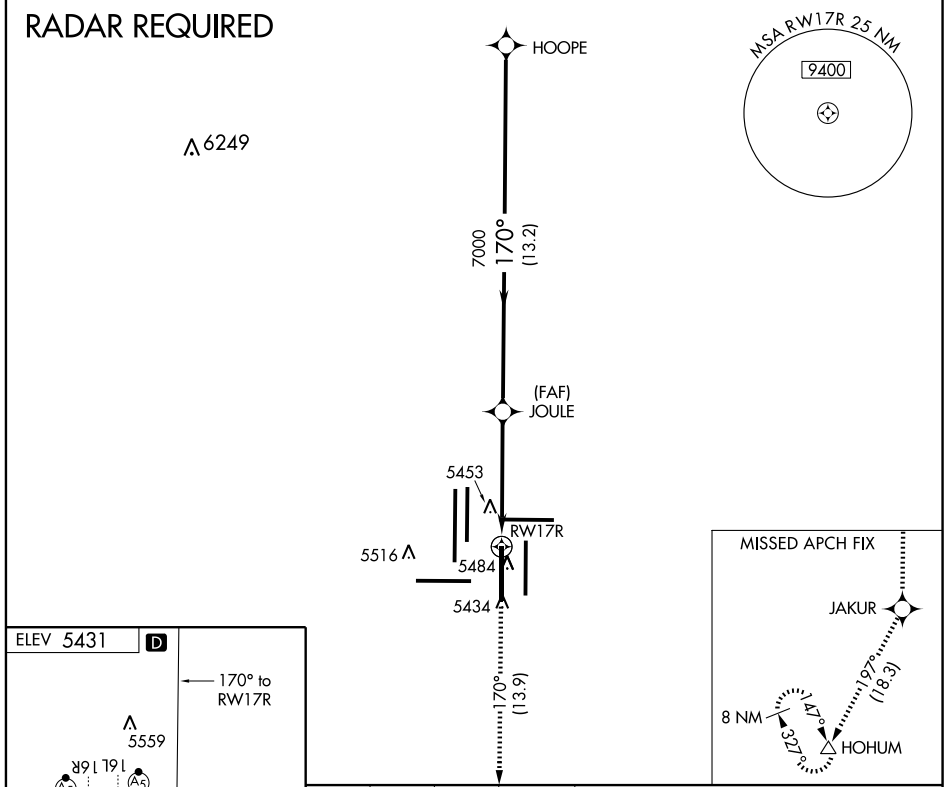
NA GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

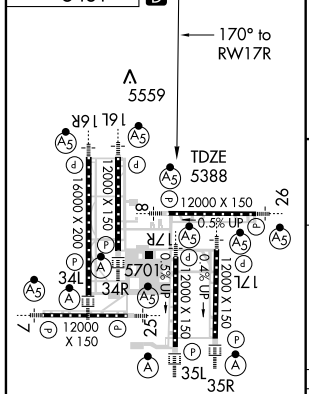
MALSR

MISSED APPROACH: Climb to 10000 via 170° course to JAKUR WP, then via 197° track to HOHUM WP and hold.

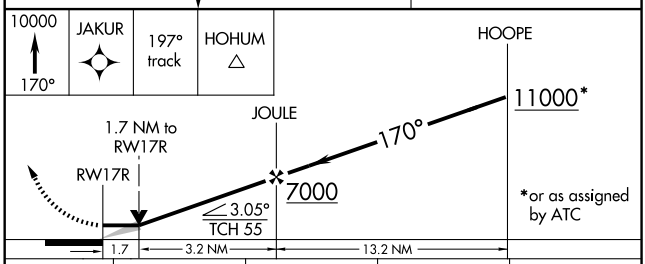
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |

RADAR REQUIRED




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5920/24 532 (500-½) | | 5920/50 532 (500-1) | 5920/60 532 (500-1¼ ) |
| CIRCLING | NA | | | |

SW-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 260° | TDZE | 5352 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 25
## DENVER INTL (DEN)

DME/DME RNP-0.3 NA.

MALSR

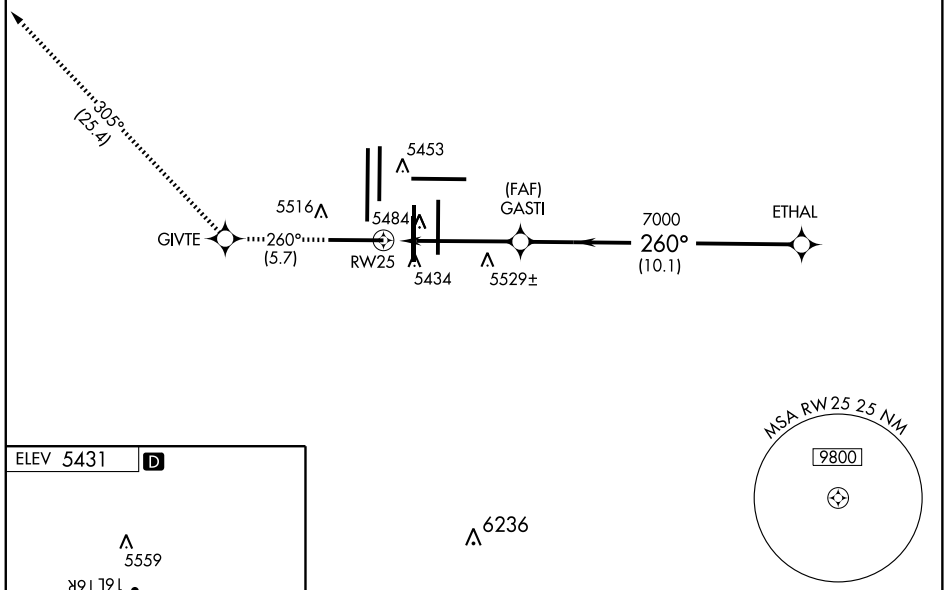
MISSED APPROACH: Climb to 12000 via 260° course to GIVTE WP, then via 305° track to HYGEN WP and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 132.35 273.55 | 127.5 379.175 | 118.75 |

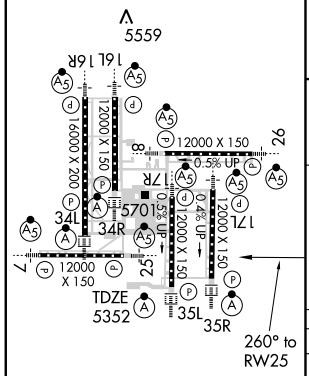
MISSED APCH FIX

HYGEN 126° 306° 7 NM

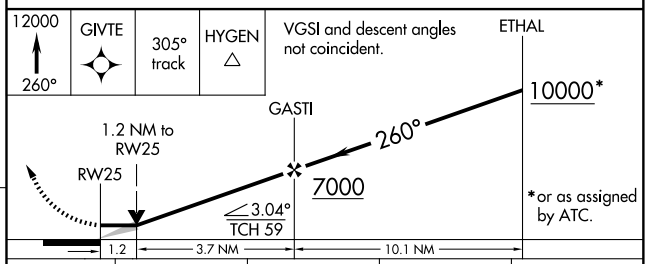
RADAR REQUIRED




ELEV 5431 D




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5780/24 428 (400-½) | | 5780/40 428 (400-¾) | 5780/50 428 (400-1) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 260° | TDZE | 5306 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 26
## DENVER INTL (DEN)

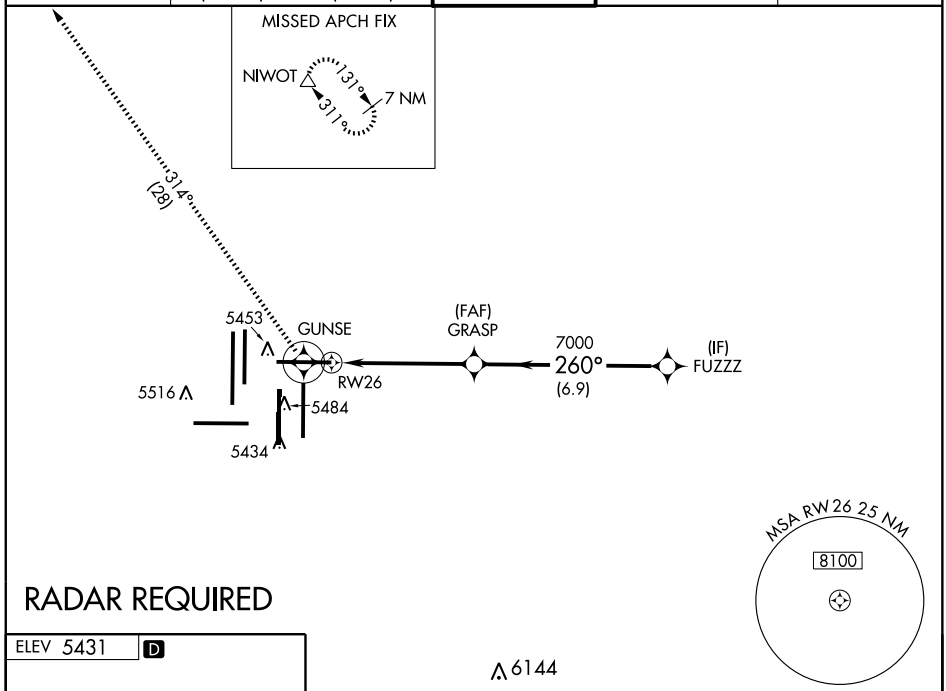
T NA

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000.

MALSR A5

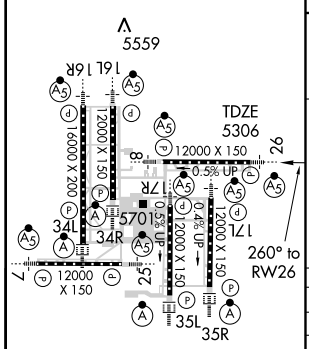
MISSED APPROACH: Climb to 11000 via 260° course to GUNSE WP, then via 314° track to NIWOT WP and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |



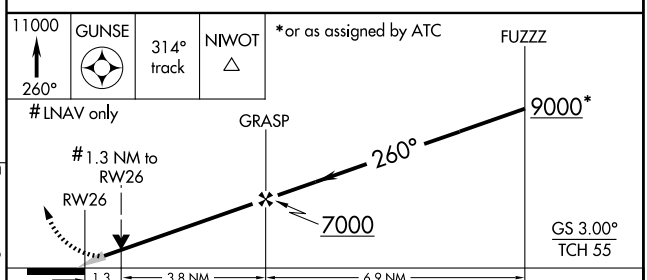

RADAR REQUIRED

ELEV 5431 D




HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

6144




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 5580/24 274 (200-½) | | | 5580/40 274 (200-¾) |
| LNAV MDA | 5760/24 454 (400-½) | | 5760/40 454 (400-¾) | 5760/50 454 (400-1) |
| CIRCLING | NA | | | |

SW-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 16000 |
|---|---|---|
| 350° | TDZE | 5324 |
| | Apt Elev | 5431 |

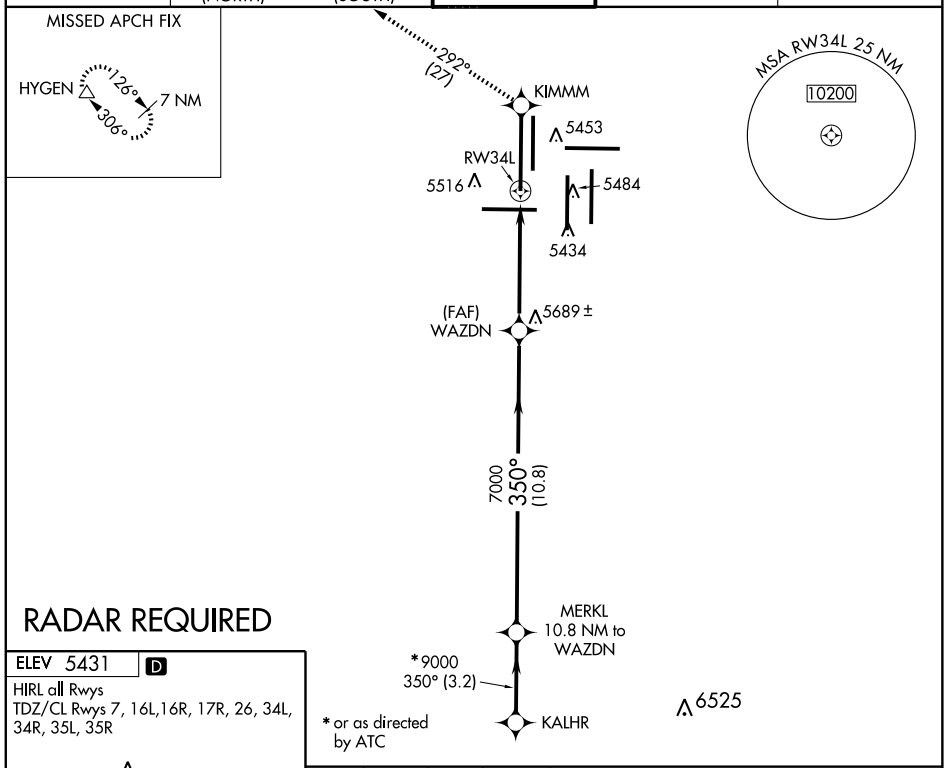
# RNAV (GPS) RWY 34L
## DENVER INTL (DEN)

T Baro-VNAV NA below -25°C (-13°F)
A NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 12000 direct KIMMM WP and via 292° track to HYGEN WP and hold.

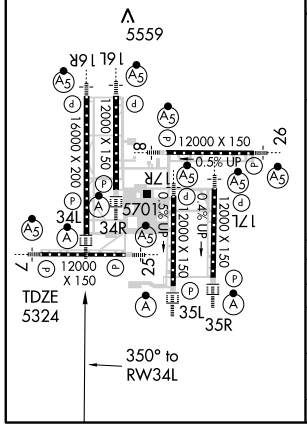
| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

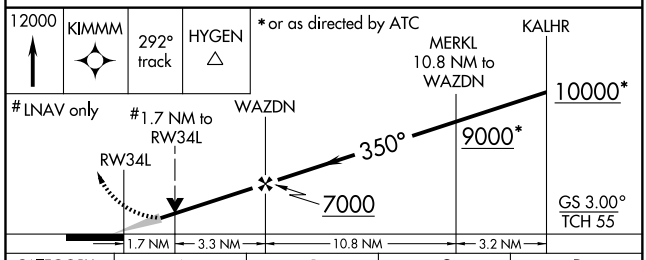



RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 5780/50 456 (400-1) | | | |
| LNAV MDA | 5940/24 616 (600-½) | | 5940/60 616 (600-1¼) | 5940-1½ 616 (600-1½) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 350° | TDZE | 5351 |
| | Apt Elev | 5431 |

# RNAV (GPS) RWY 34R
## DENVER INTL (DEN)

T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -25°C (-13°F).

ALSF-2

MISSED APPROACH: Climb to 12000 via 350° course to CALTI WP, then climbing left turn direct HYGEN WP and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 135.3 351.95 | 127.5 379.175 | 118.75 |

MISSED APCH FIX

HYGEN 120° 300° 7 NM

RADAR REQUIRED

CALTI 5453 5484 RW34R 5516 5434

(FAF) CORDE 5699±

7000 350° (11.7)

* or as assigned by ATC

BENGL 11.7 NM to CORDE

*9000 350° (3.2)

BOOBU

6525

MSA RW34R 25 NM 10200

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5559 16L 16R 12000 X 150 16000 X 200 8 12000 X 150 26 0.5% UP 17R 5701 0.4% UP 12000 X 150 17L 34L 34R 7 12000 X 150 25 35L 35R

TDZE 5351

350° to RW34R

12000 350° CALTI HYGEN

VGSI and descent angles not coincident.

BOOBU BENGL 11.7 NM to CORDE 10000* 9000* 350° CORDE

#LNAV only

#1.7 NM to RW34R

RW34R 7000

*or as assigned by ATC

GS 3.00° TCH 59

1.7 3.2 NM 11.7 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 5920-1½ 569 (500-1½) | | | |
| LNAV MDA | 5940/24 589 (600-½) | | 5940/50 589 (600-1) | 5940/60 589 (600-1¼ ) |
| CIRCLING | NA | | | |

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 350° | TDZE | 5431 |
| | Apt Elev | 5431 |

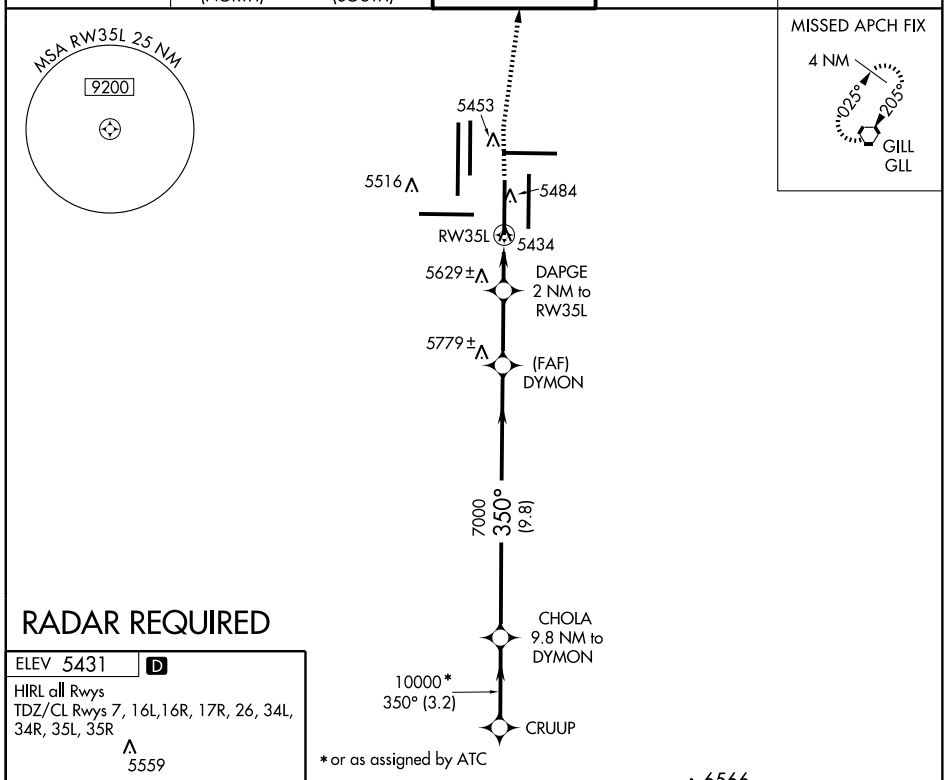
# RNAV (GPS) RWY 35L
## DENVER INTL (DEN)

NA GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VORTAC and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 133.3 322.45 | 121.85 377.1 | 118.75 |

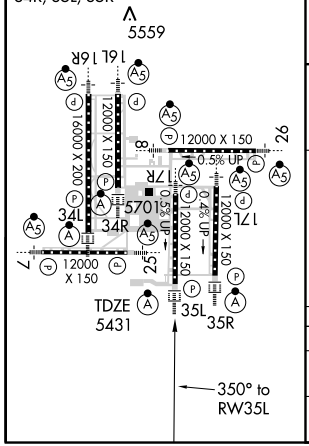



RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5860/24 429 (500-½) | | 5860/40 429 (500-¾) | 5860/50 429 (500-1) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 350° | TDZE | 5367 |
| | Apt Elev | 5431 |

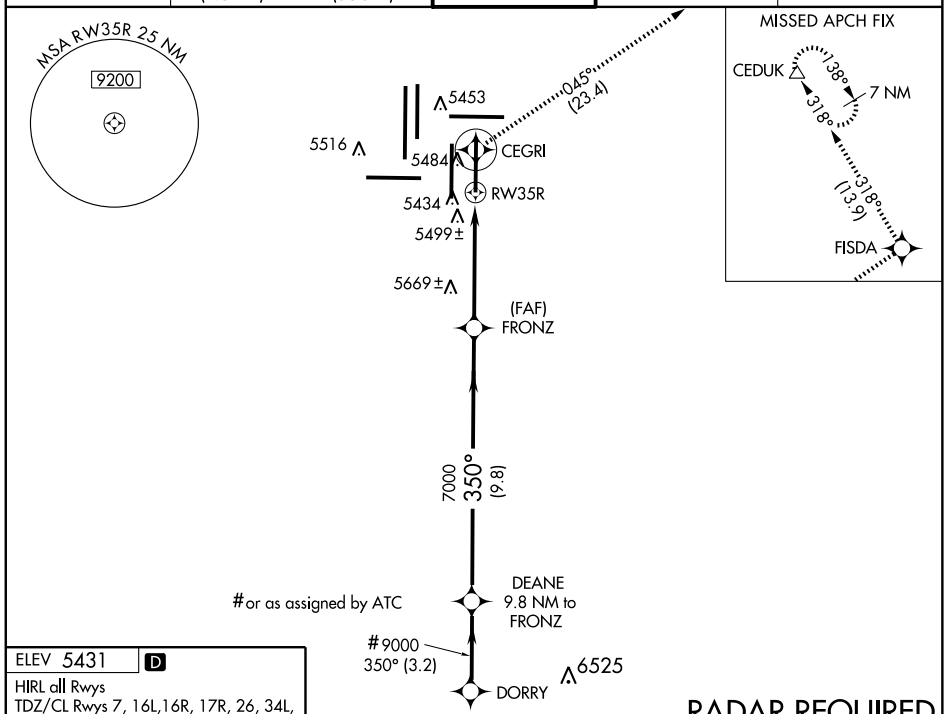
# RNAV (GPS) RWY 35R
## DENVER INTL (DEN)

T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -25°C (-13°F).

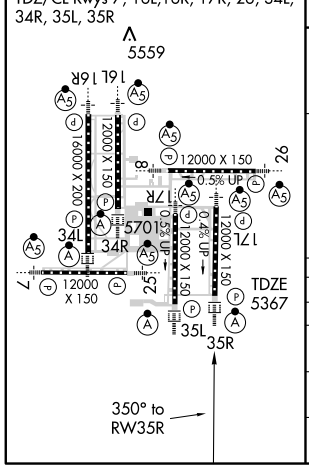
ALSF-2

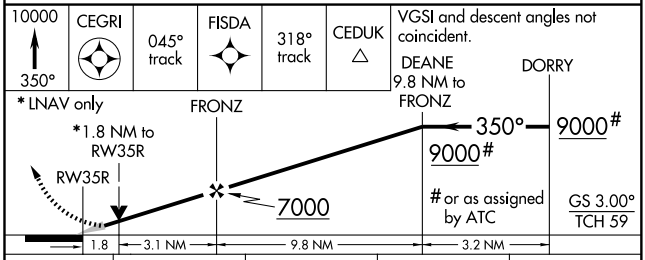
MISSED APPROACH: Climb to 10000 via 350° course to CEGRI WP, then via 045° track to FISDA WP, then via 318° track to CEDUK WP and hold.

| ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.6 379.9 | 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH) | 124.3 256.85 | 121.85 377.1 | 118.75 |




RADAR REQUIRED



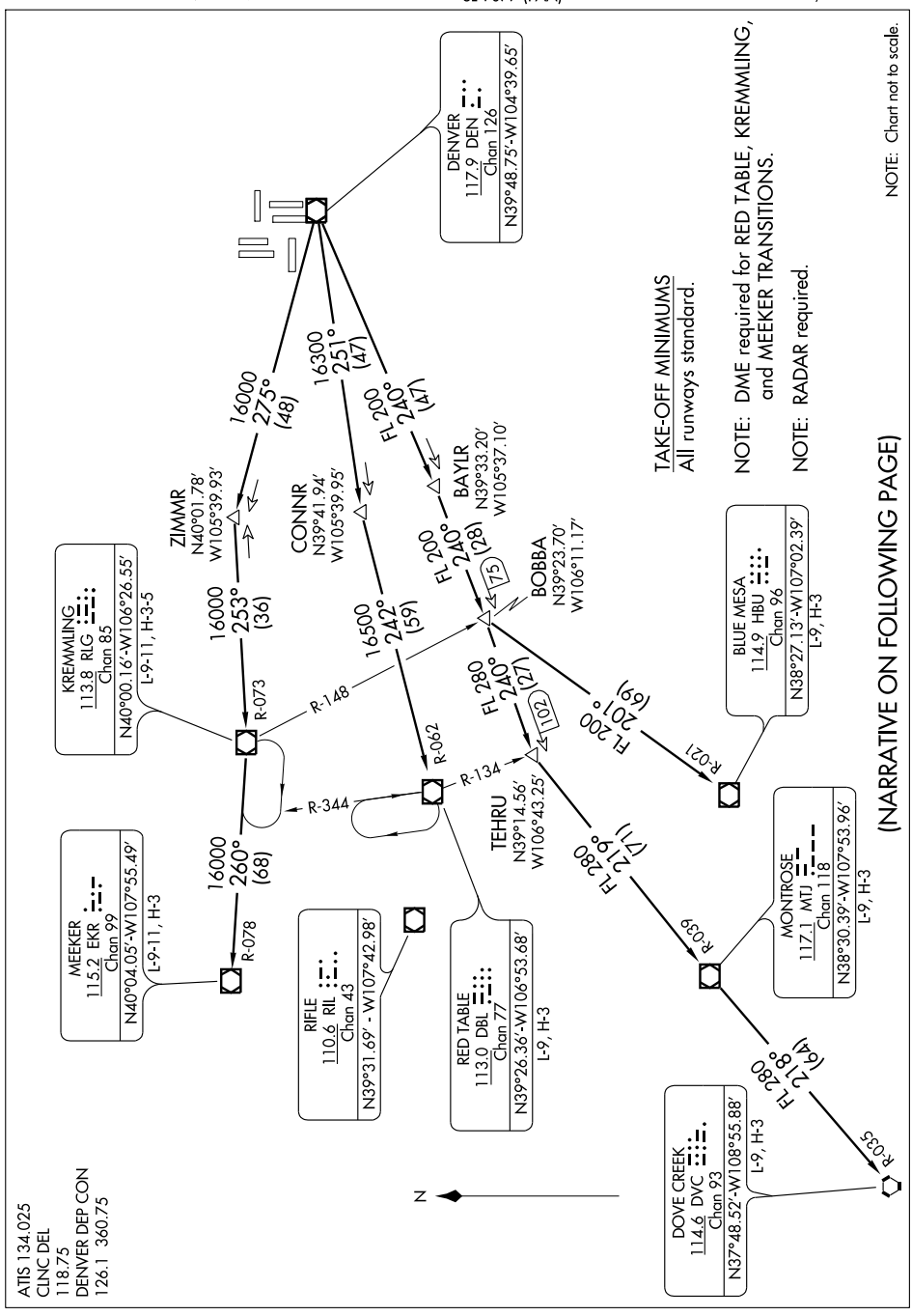

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 5760/40 393 (400-¾) | | | |
| LNAV MDA | 5920/24 553 (500-½) | | 5920/50 553 (500-1) | 5920/60 553 (500-1¼ ) |
| CIRCLING | NA | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

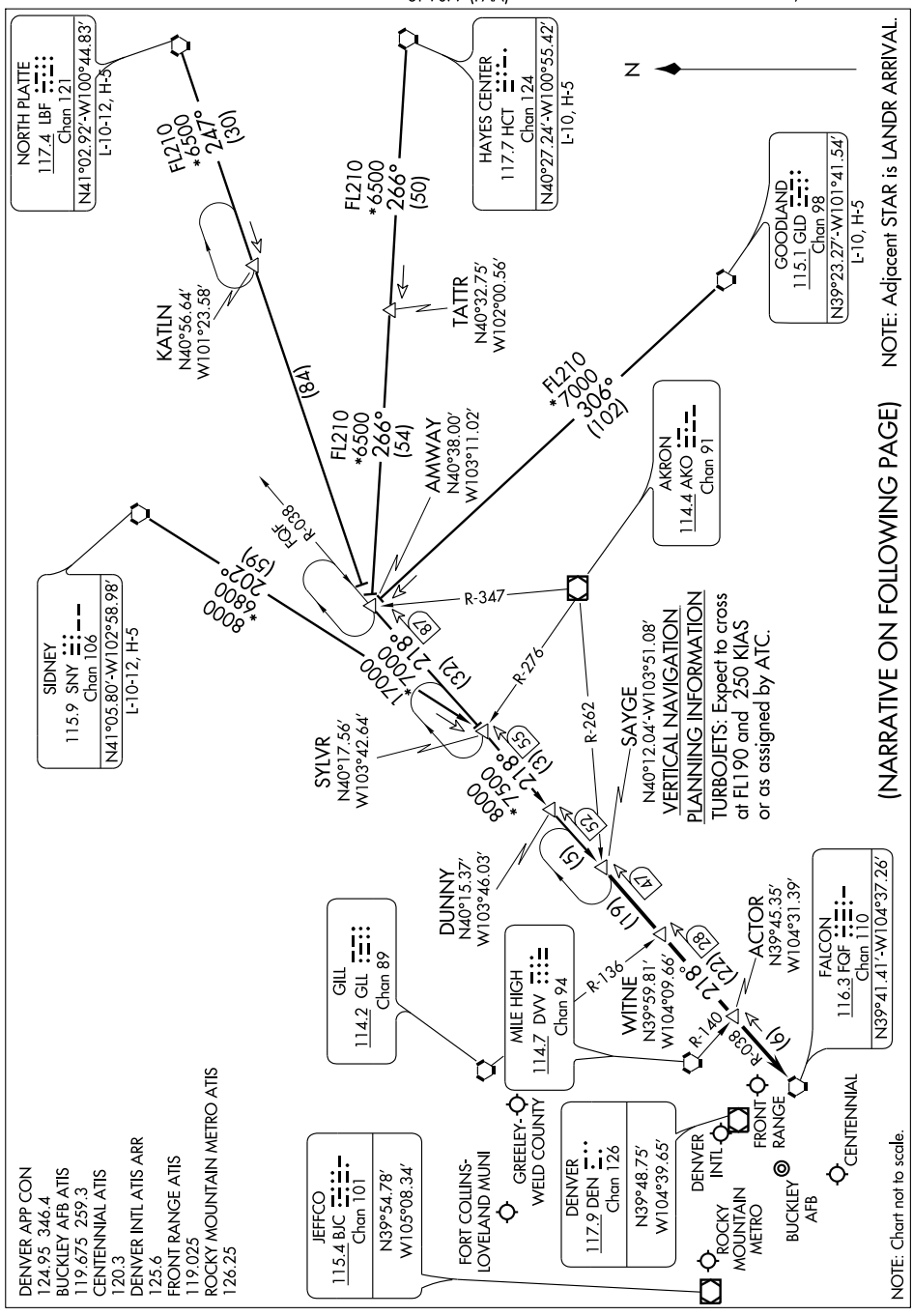
RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

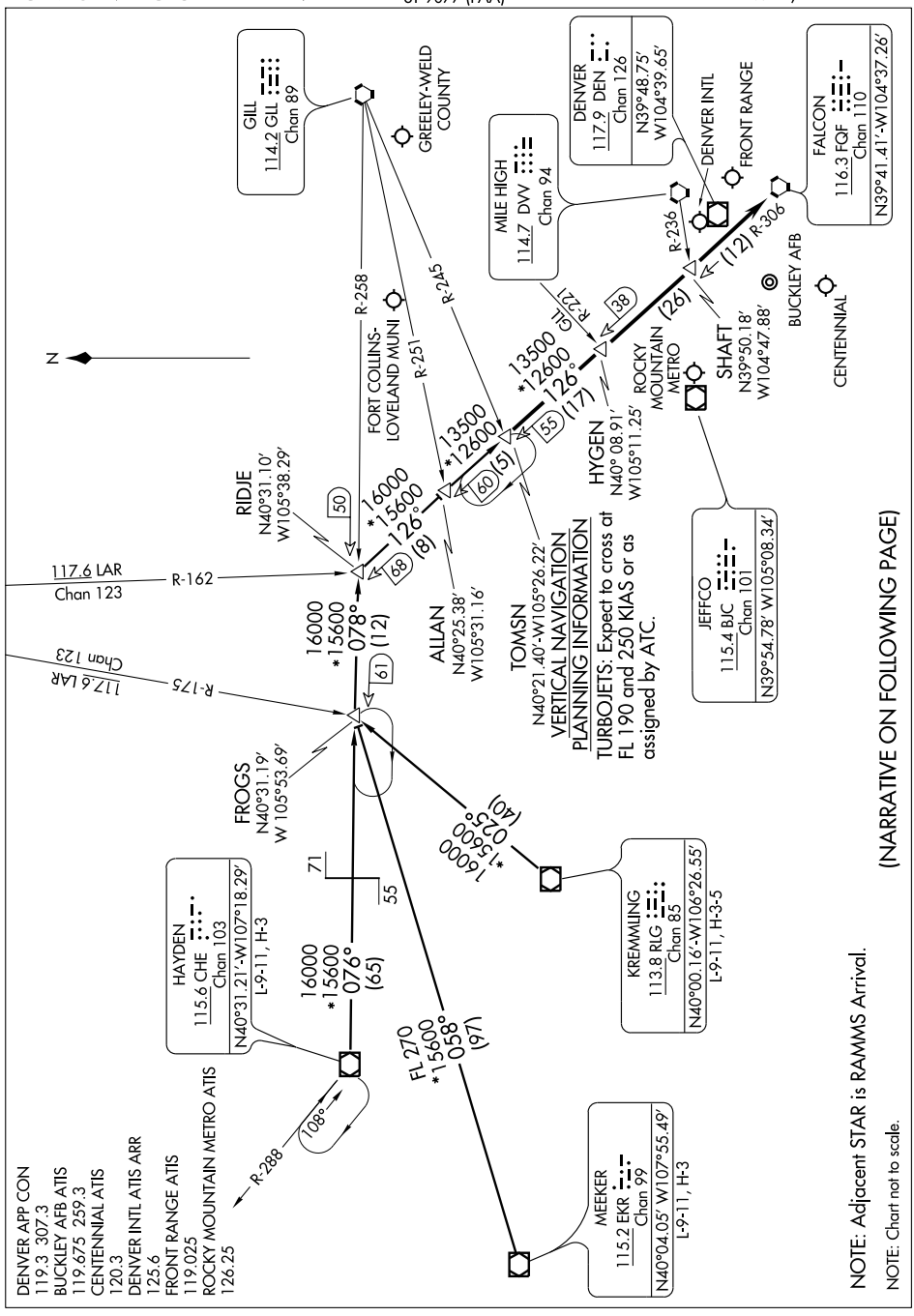
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

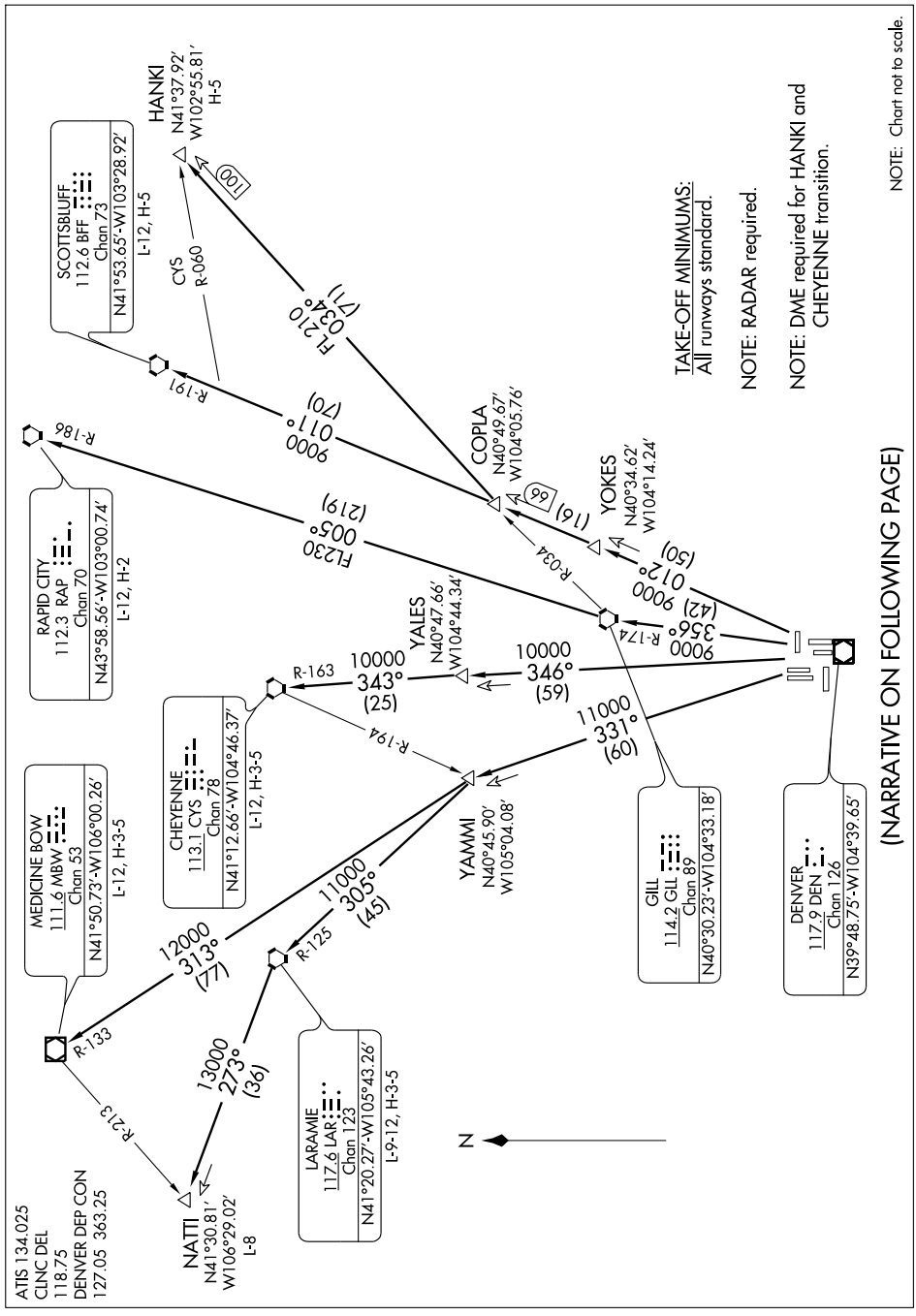
KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# YELLOWSTONE SIX DEPARTURE

DENVER INTL (DEN)
DENVER, COLORADO



# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

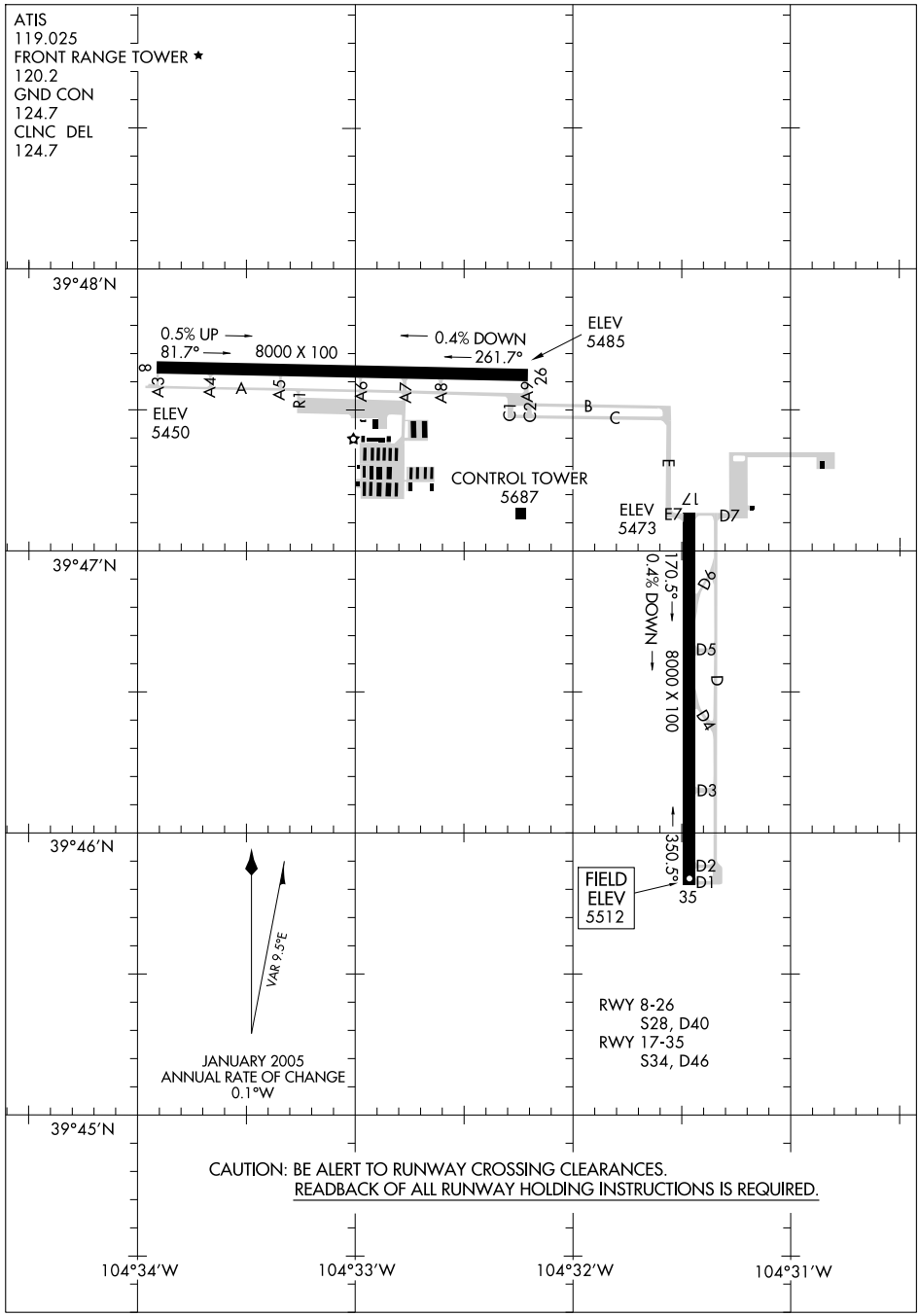
RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

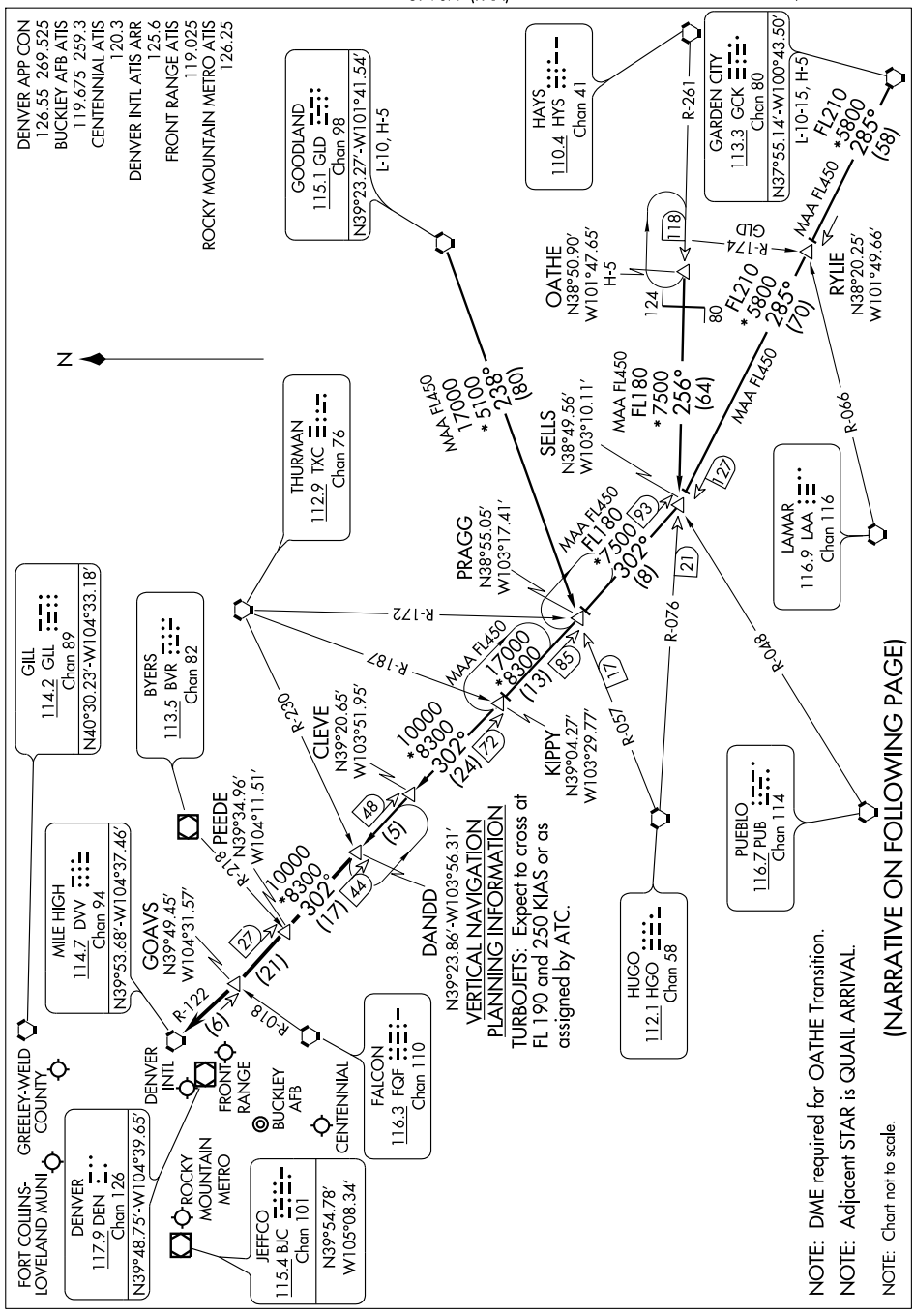



SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE





TAKE-OFF MINIMUMS:
All runways standard.

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DENVER FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

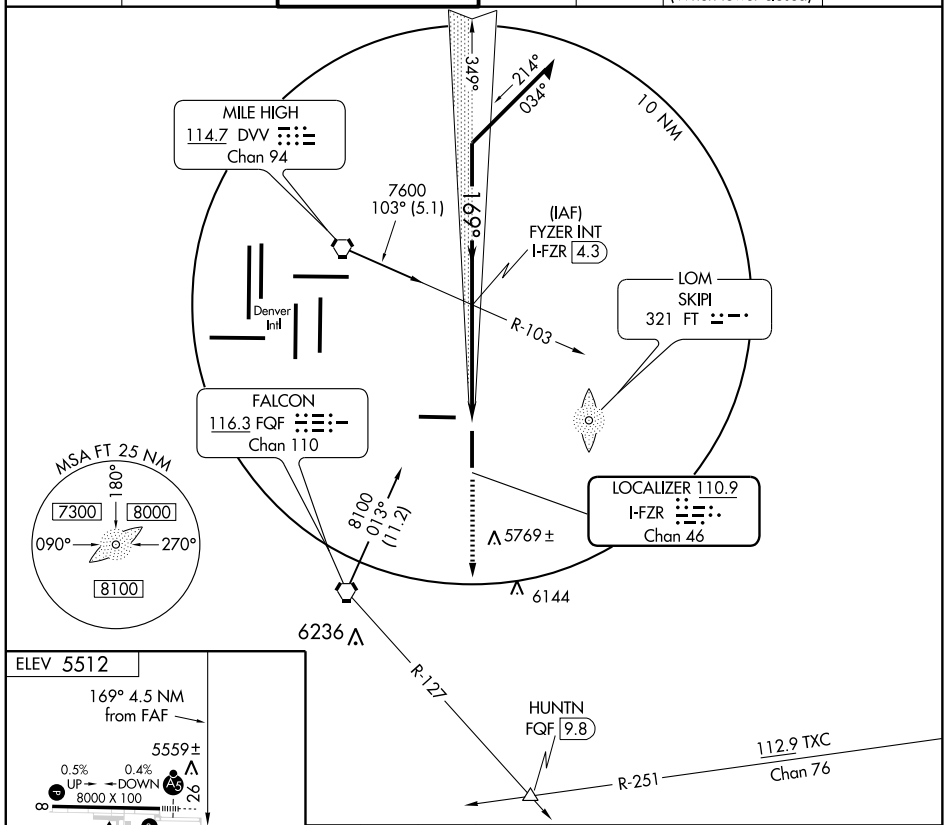
| LOC/DME I-FZR 110.9 Chan 46 | APP CRS 169° | Rwy ldg 8000 TDZE 5488 Apt Elev 5512 |
|---|---|---|

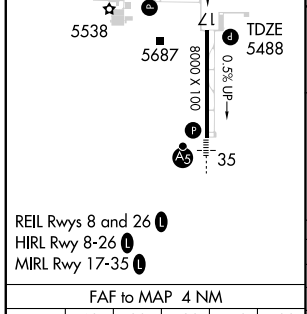
# ILS or LOC RWY 17
## DENVER/ FRONT RANGE (FTG)

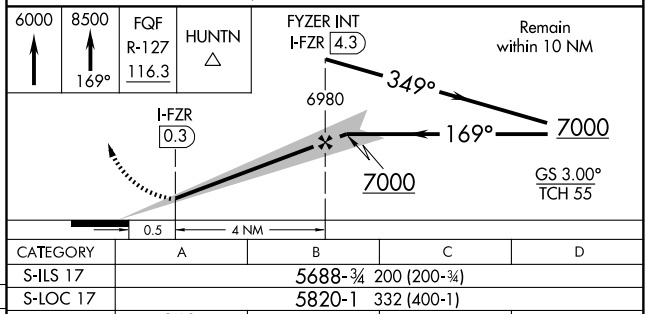
When local altimeter not received use Denver Intl altimeter setting and increase all DH/MDAs 40 feet.

MISSED APPROACH: Climb to 6000, continue climbing to 8500 via heading 169° and FQF VORTAC R-127 to HUNTN Int.

| ATIS | DENVER APP CON | FRONT RANGE TOWER★ | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |




REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 5688-¾ 200 (200-¾) | | | |
| S-LOC 17 | 5820-1 332 (400-1) | | | |
| CIRCLING | 5960-1 448 (500-1) | 5980-1 468 (500-1) | 5980-1½ 468 (500-1½) | 6080-2 568 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-FTG | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 109.3 | 260° | TDZE | 5485 |
| Chan 30 | | Apt Elev | 5512 |

# ILS or LOC RWY 26

## DENVER/ FRONT RANGE (FTG)

When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-LOC visibility Cat C to ¾ mile. VDP NA when using Denver Intl altimeter setting. ADF required

MALSR

MISSED APPROACH: Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM/ I-FTG 6.5 DME and hold.

| ATIS | DENVER APP CON | FRONT RANGE TOWER★ | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |

ALTERNATE MISSED APCH FIX

FALCON FQF 116.3 Chan 110

R-224 044° 224°

ADF or DME REQUIRED

10 NM

Denver Intl

LOCALIZER 109.3 I-FTG Chan 30

LOM/IAF SKIPI 321 FT I-FTG 6.5

260° 080° 080° 125° 305°

8000 044° (10.6)

5769±

6144

6236

6270±

FALCON 116.3 FQF Chan 110

MSA FT 25 NM

180° 7300 8000 090° 270° 8100

VGSI and glidepath not coincident

6000 7200 FT 321

SKIPI LOM I-FTG 6.5

Remain within 10 NM

080° 7067 260° 7200 7200

I-FTG 1.7 I-FTG 2.8

GS 3.00° TCH 45

1 NM 3.7 NM

ELEV 5512

TDZE 5485

260° 4.7 NM from FAF

5559±

0.5% UP 0.4% DOWN 8000 X 100

8 26 17 35

5538 5687

8000 X 100 0.5% UP

REIL Rwys 8 and 26 L

HIRL Rwy 8-26 L

MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 5685-½ 200 (200-½) | | | |
| S-LOC 26 | 5860-½ 375 (400-½) | | | 5860-¾ 375 (400-¾) |
| CIRCLING | 5960-1 448 (500-1) | 5980-1 468 (500-1) | 5980-1½ 468 (500-1½) | 6080-2 568 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# ILS or LOC RWY 35
## DENVER/ FRONT RANGE (FTG)

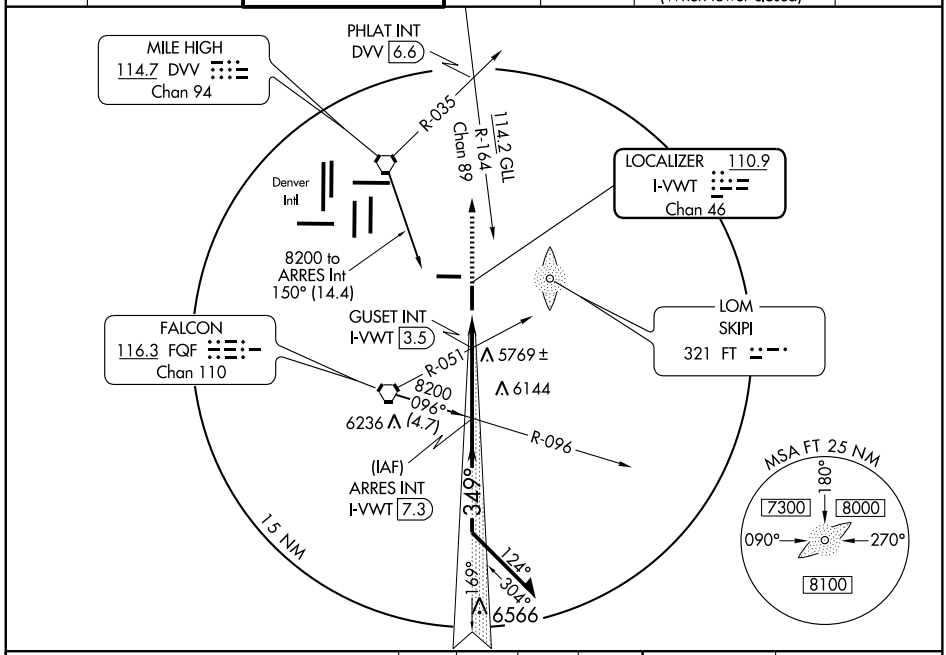
| LOC/DME I-VWT | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.9 | 349° | TDZE | 5512 |
| Chan 46 | | Apt Elev | 5512 |

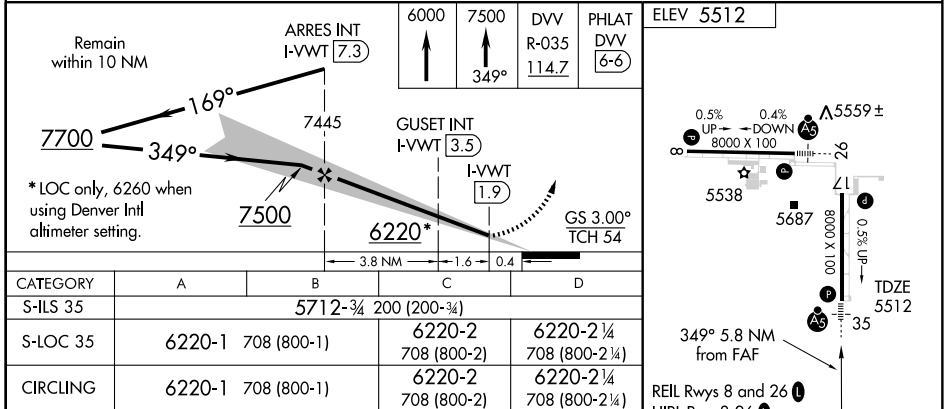
T A NA — If local altimeter not received, use Denver Intl altimeter setting and increase all DH/MDA 40 feet.

MALSR A5

MISSED APPROACH: Climb to 6000; continue climb to 7500 via heading 349° and DVV VORTAC R-035 to PHLAT Int.

| ATIS | DENVER APP CON | FRONT RANGE TOWER* | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 5712-¾ 200 (200-¾) | | | |
| S-LOC 35 | 6220-1 708 (800-1) | | 6220-2 708 (800-2) | 6220-2¼ 708 (800-2¼) |
| CIRCLING | 6220-1 708 (800-1) | | 6220-2 708 (800-2) | 6220-2¼ 708 (800-2¼) |
| GUSET INT/DME MINIMA | | | | |
| S-LOC 35 | 6000-1 488 (500-1) | | 6000-1¼ 488 (500-1¼) | 6000-1½ 488 (500-1½) |
| CIRCLING | 6000-1 488 (500-1) | | 6000-1½ 488 (500-1½) | 6080-2 568 (600-2) |

FAF to MAP 5.3 NM

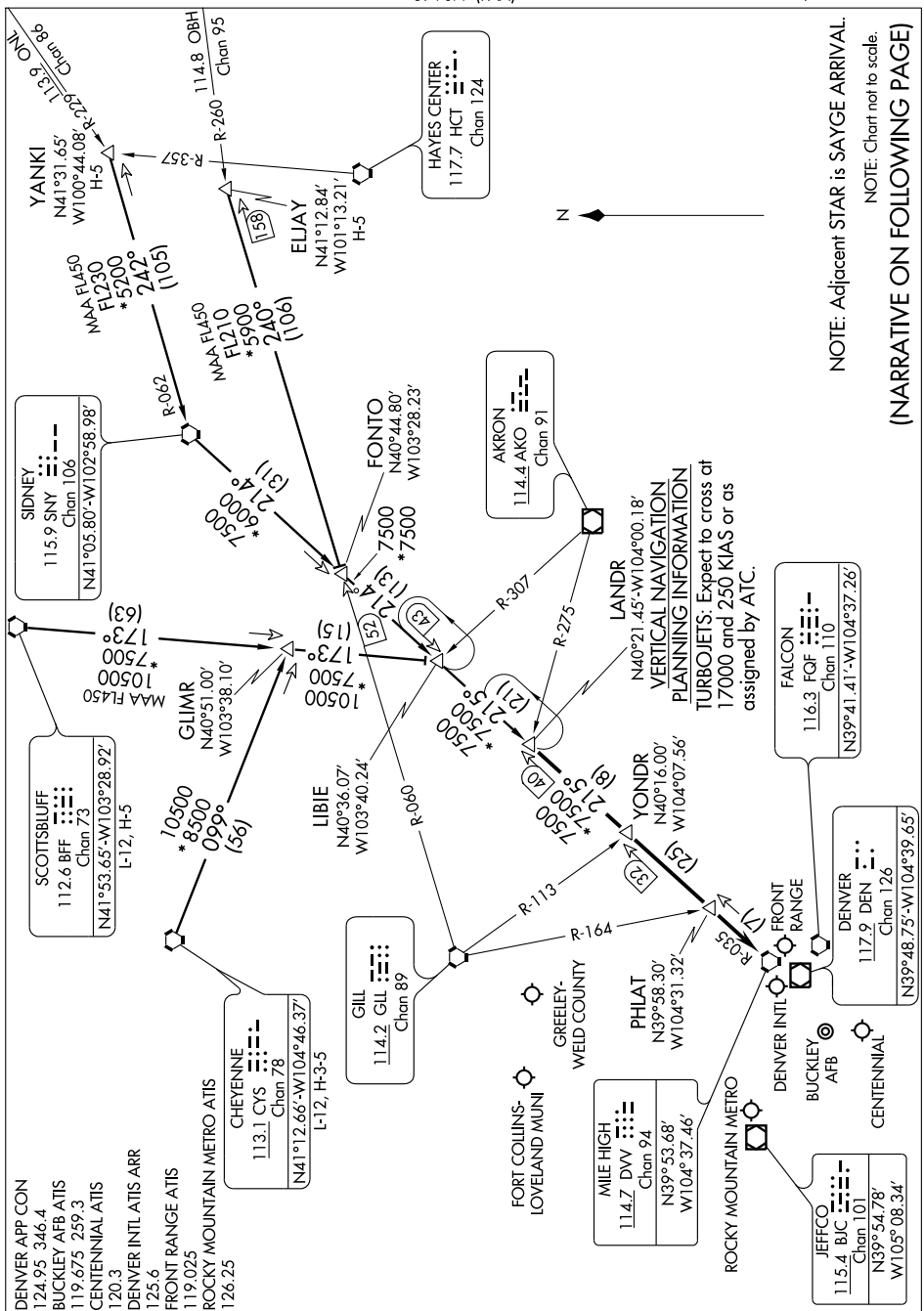
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

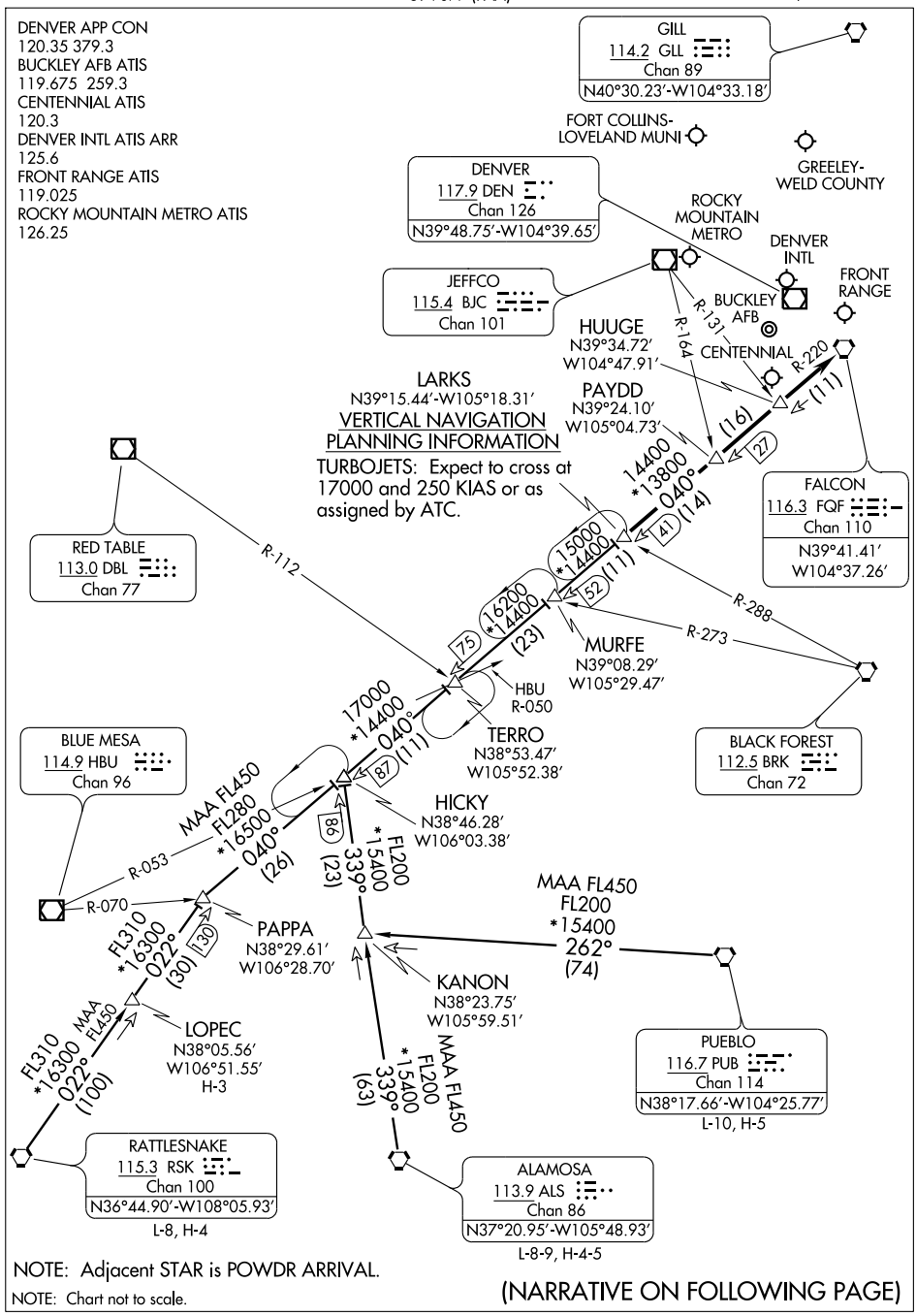
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOM FT | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 321 | 260° | TDZE | 5485 |
| | | Apt Elev | 5512 |

# NDB RWY 26

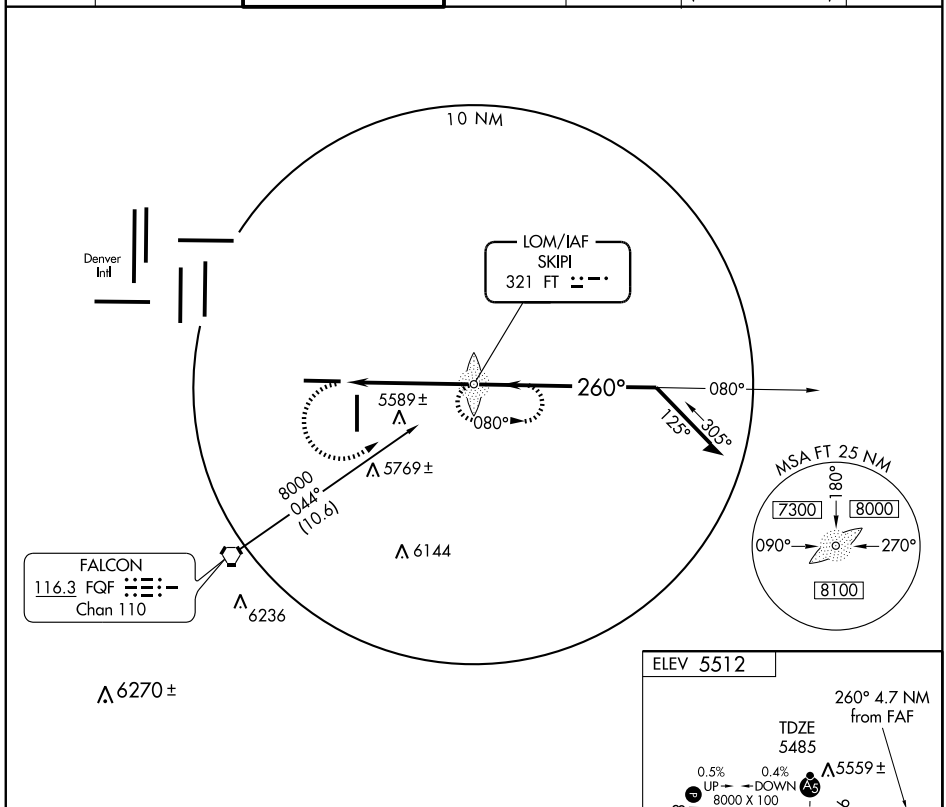
## DENVER/ FRONT RANGE (FTG)

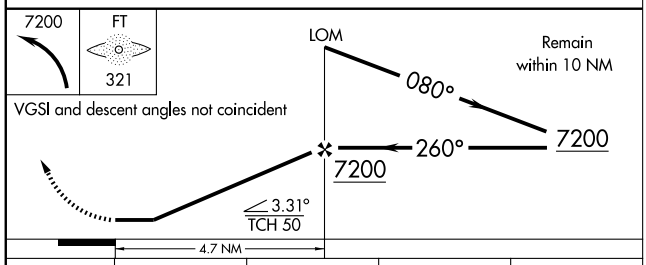
NA When local altimeter setting not received use Denver Intl altimeter setting and increase all MDA 40 feet, increase S-26 Cat D visibility to 1¼ .

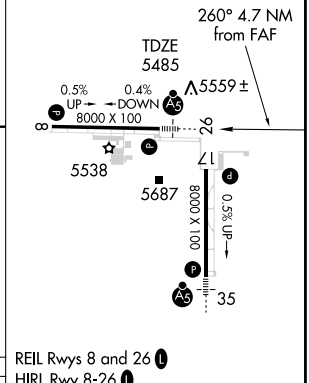
MALSR

MISSED APPROACH: Climbing left turn to 7200 direct FT LOM and hold.

| ATIS | DENVER APP CON | FRONT RANGE TOWER★ | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |




REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 5900-¾ 415 (400-¾) | | | 5900-1 415 (400-1) |
| CIRCLING | 5960-1 448 (500-1) | 5980-1 468 (500-1) | 5980-1½ 468 (500-1½) | 6080-2 568 (600-2) |

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SW-1, 03 JUN 2010 to 01 JUL 2010

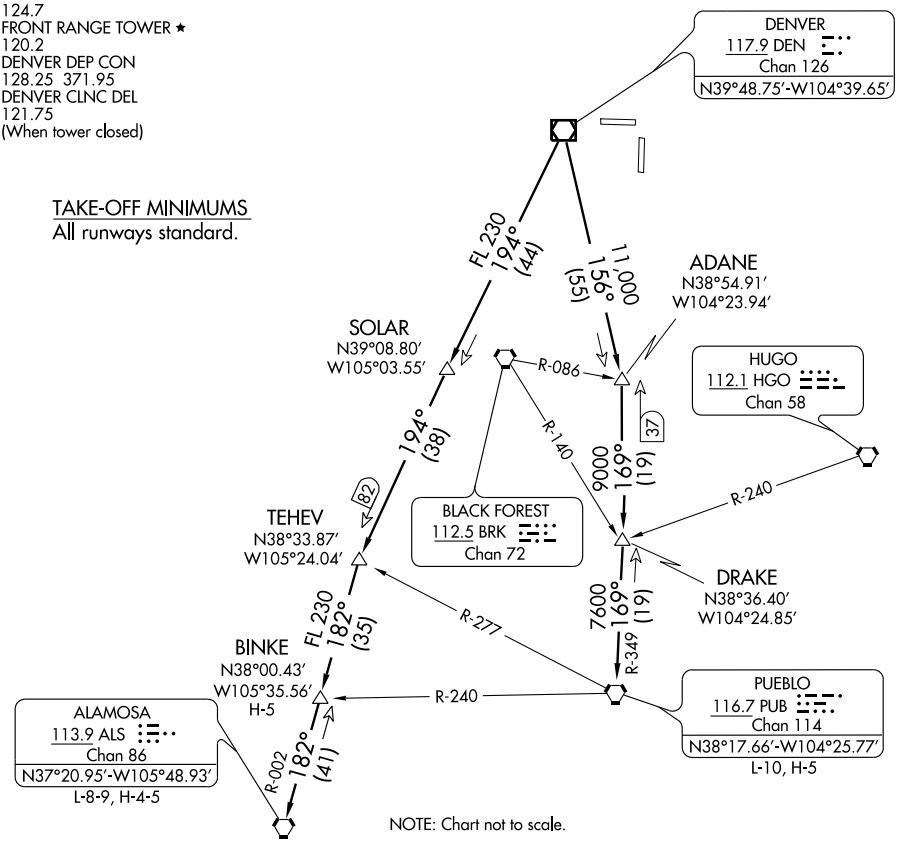
# PIKES FOUR DEPARTURE

SL-6851 (FAA)

DENVER/ FRONT RANGE (FTG)
DENVER, COLORADO

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

TAKE-OFF MINIMUMS
All runways standard.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

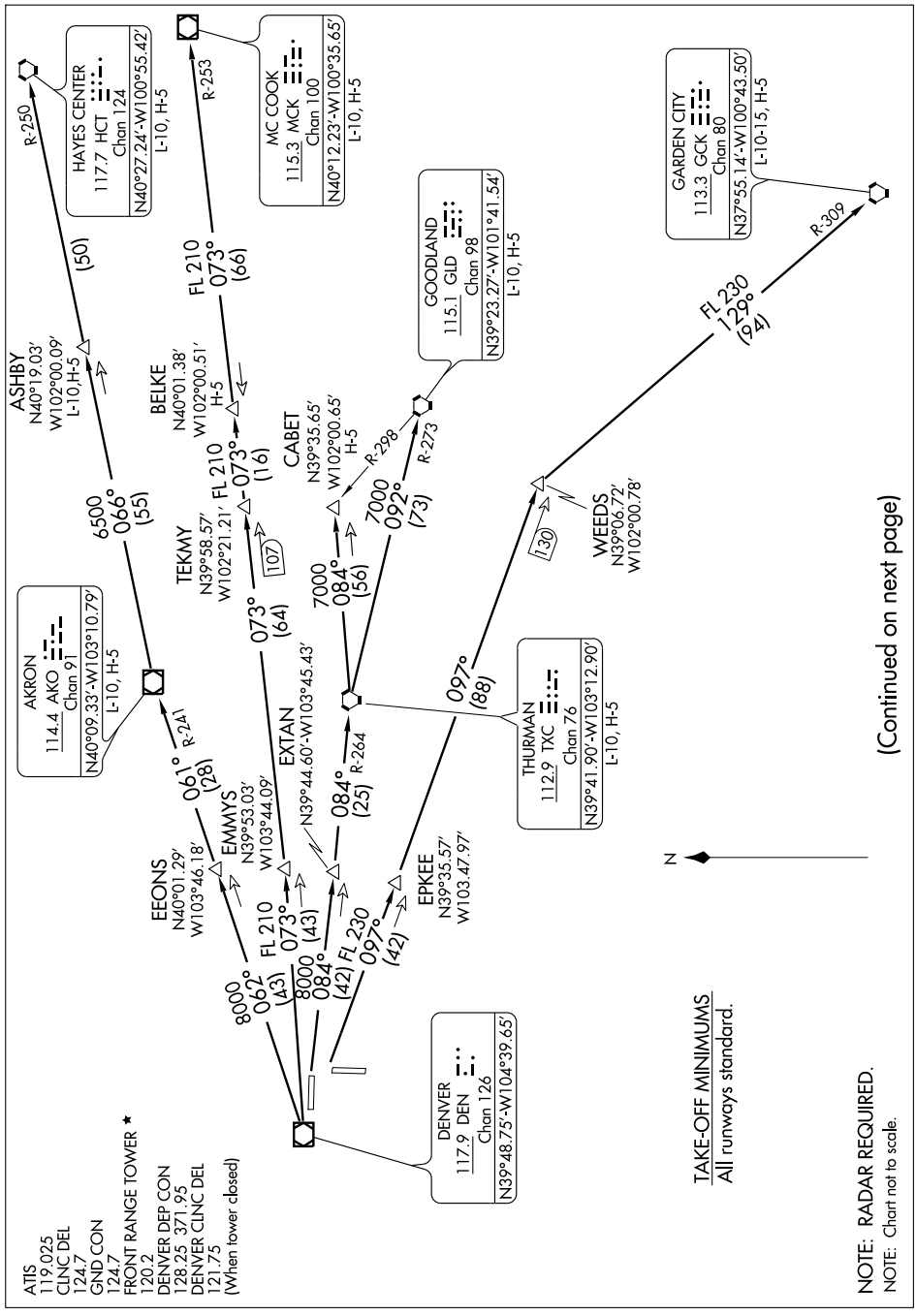
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# PLAINS FOUR DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO



# PLAINS FOUR DEPARTURE SL-6851 (FAA)



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

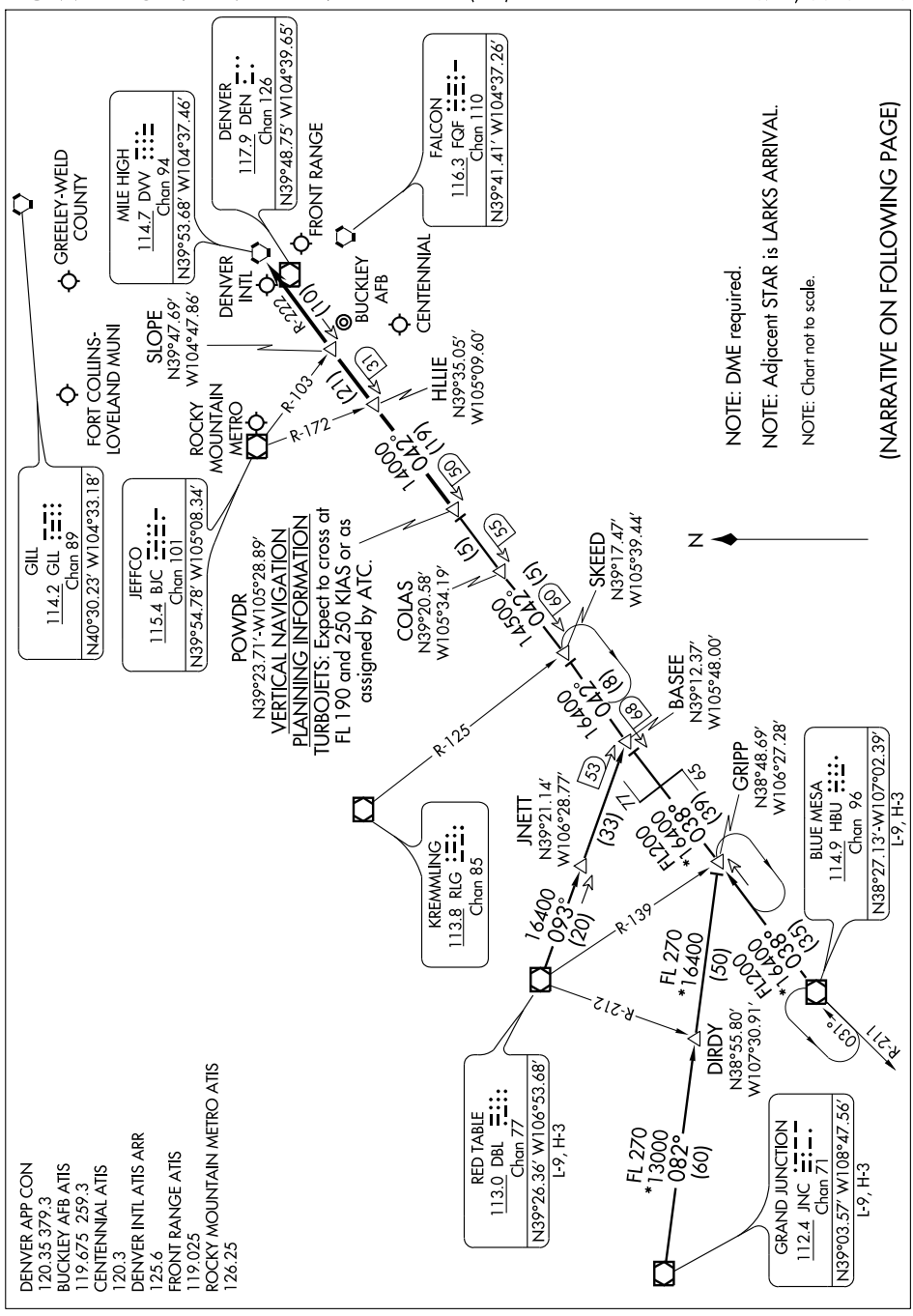
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

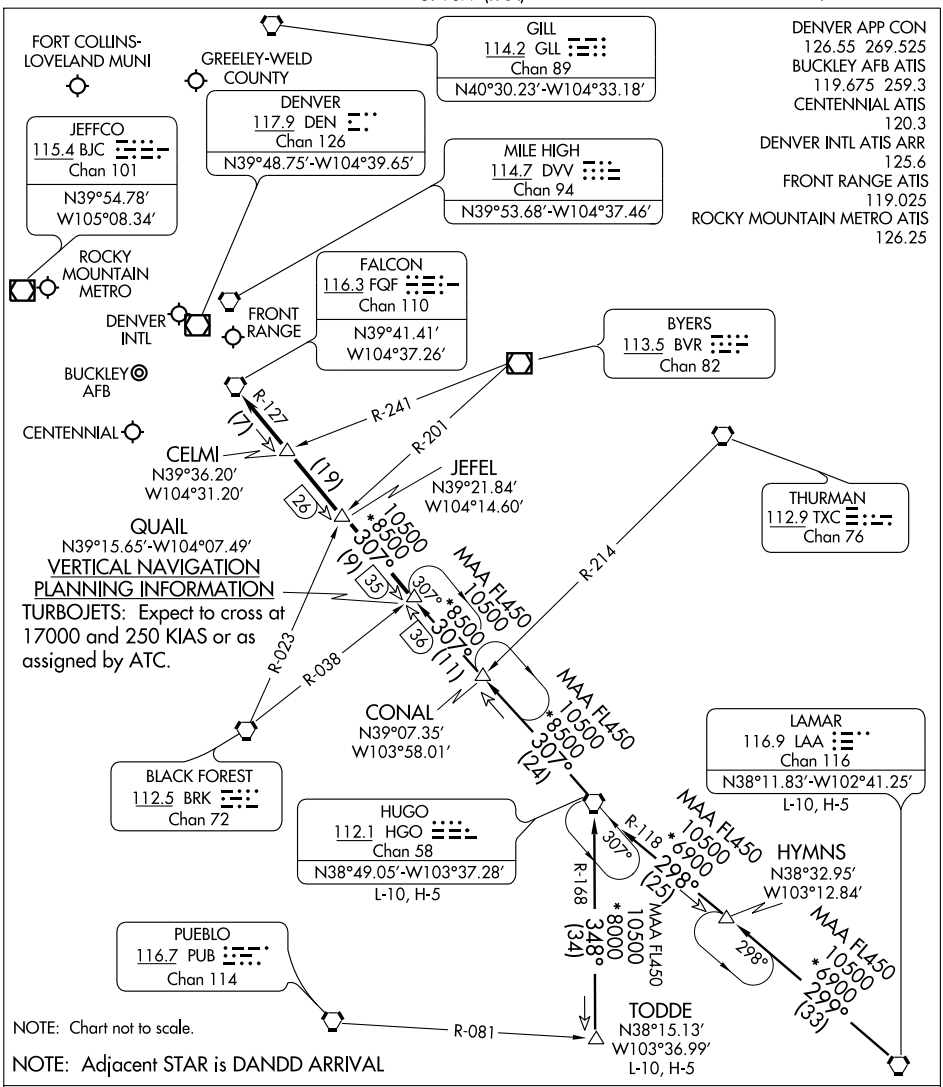
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

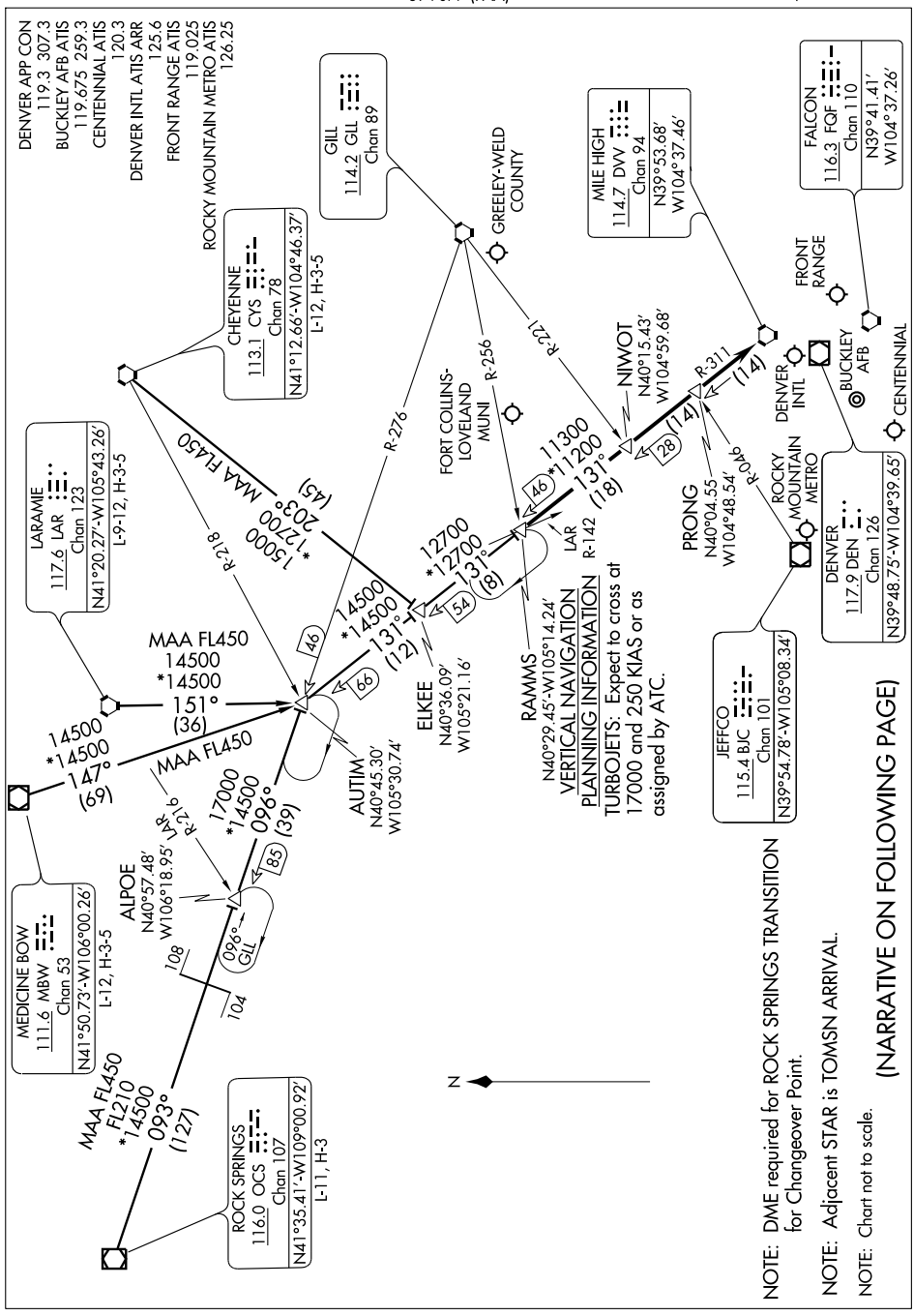
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 82209 W17A | APP CRS 169° | Rwy ldg 8000<br>TDZE 5488<br>Apt Elev 5512 |
|---|---|---|

# RNAV (GPS) RWY 17
## DENVER/ FRONT RANGE (FTG)

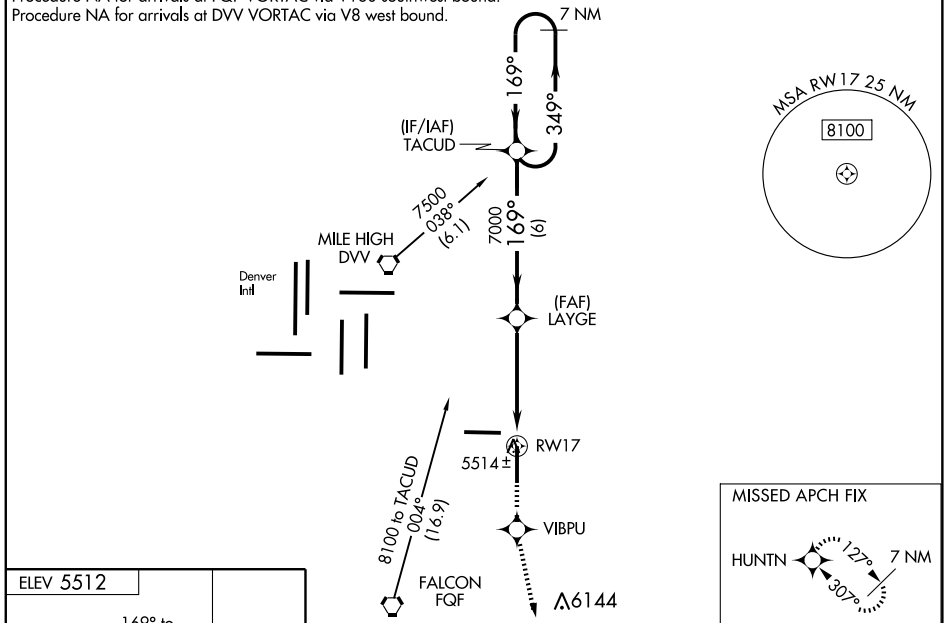
NA

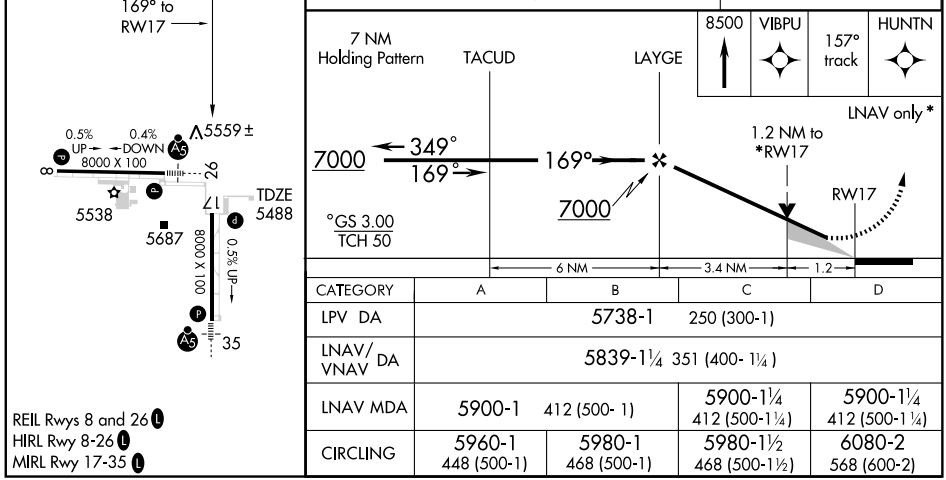
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LNAV visibility Cat D to 1½ mile: Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MISSED APPROACH: Climb to 8500 direct VIBPU and via 157° track to HUNTN and hold.

| ATIS | DENVER APP CON | FRONT RANGE TOWER* | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |

Procedure NA for arrivals at FQF VORTAC via V160 southwest bound.
Procedure NA for arrivals at DVV VORTAC via V8 west bound.




REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5738-1 250 (300-1) | | | |
| LNAV/VNAV DA | 5839-1¼ 351 (400- 1¼ ) | | | |
| LNAV MDA | 5900-1 412 (500- 1) | | 5900-1¼ 412 (500-1¼) | 5900-1¼ 412 (500-1 ¼) |
| CIRCLING | 5960-1 448 (500-1) | 5980-1 468 (500-1) | 5980-1½ 468 (500-1½) | 6080-2 568 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 93909 W26A | APP CRS 260° | Rwy ldg 8000<br>TDZE 5485<br>Apt Elev 5512 |
|---|---|---|

# RNAV (GPS) RWY 26

## DENVER/ FRONT RANGE (FTG)

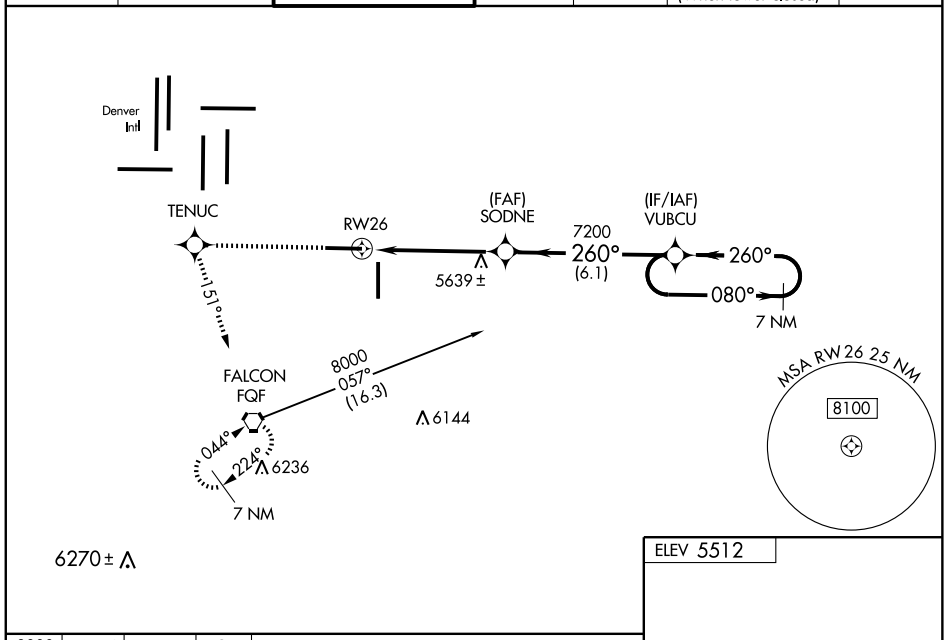
NA

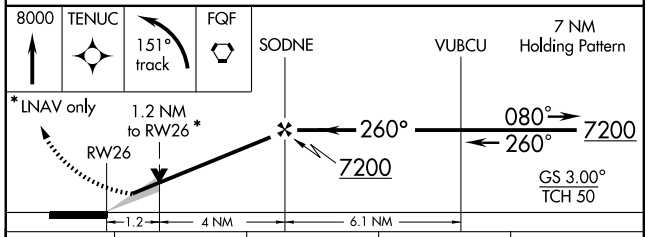
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38° C (100°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV/VNAV visibility Cat A, B, C to ¾ mile. For inoperative MALSR increase LNAV/VNAV visibility Cat D to 1 mile, LNAV visibility Cat D to 1¼ mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

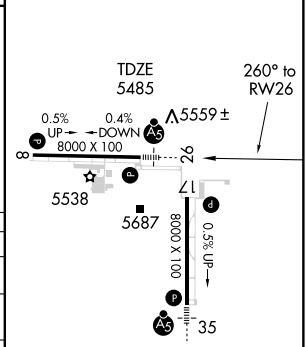
MALSR

MISSED APPROACH: Climb to 8000 direct TENUC and left turn via 151° track to FQF VORTAC and hold. Continue climb-in-hold to 8000.

| ATIS | DENVER APP CON | FRONT RANGE TOWER* | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5735-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 5786-½ 301 (300-½) | | | 5786-¾ 301 (300-¾) |
| LNAV MDA | 5900-½ 415 (500-½) | | 5900-¾ 415 (500-¾) | 5900-1 415 (500-1) |
| CIRCLING | 5960-1 448 (500-1) | 5980-1 468 (500-1) | 5980-1½ 468 (500-1½) | 6080-2 568 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 93809 W35A | APP CRS 349° | Rwy ldg 8000 TDZE 5512 Apt Elev 5512 |
|---|---|---|

# RNAV (GPS) RWY 35

## DENVER/ FRONT RANGE (FTG)

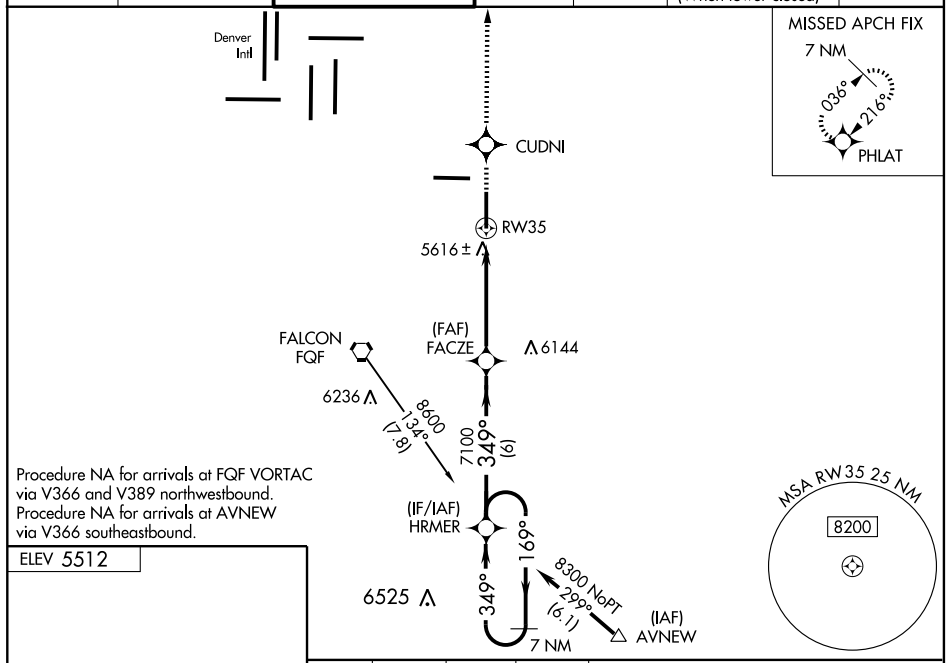
T A NA

DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile, Cat D visibility to 1¾ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MALSR A5

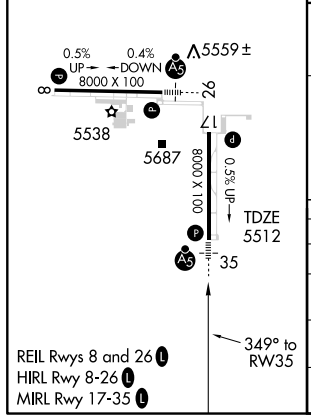
MISSED APPROACH: Climb to 8000 direct CUDNI then via 350° track to PHLAT and hold.

| ATIS | DENVER APP CON | FRONT RANGE TOWER* | GND CON | CLNC DEL | DENVER CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When tower closed) | 122.95 |

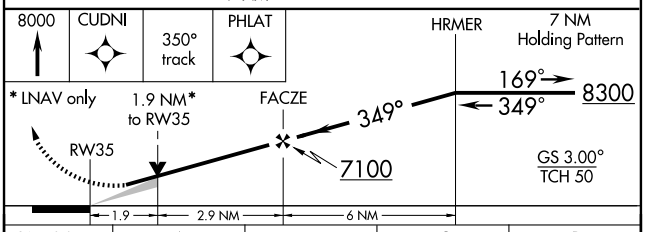



Procedure NA for arrivals at FQF VORTAC via V366 and V389 northwestbound.
Procedure NA for arrivals at AVNEW via V366 southeastbound.

ELEV 5512




REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5828-½ 316 (400-½) | | | |
| LNAV/VNAV DA | 5891-¾ 379 (400-¾) | | | |
| LNAV MDA | 6180-½ 668 (700-½) | | 6180-1¼ 668 (700-1¼) | 6180-1½ 668 (700-1½) |
| CIRCLING | 6180-1 668 (700-1) | | 6180-1¾ 668 (700-1¾) | 6180-2 668 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

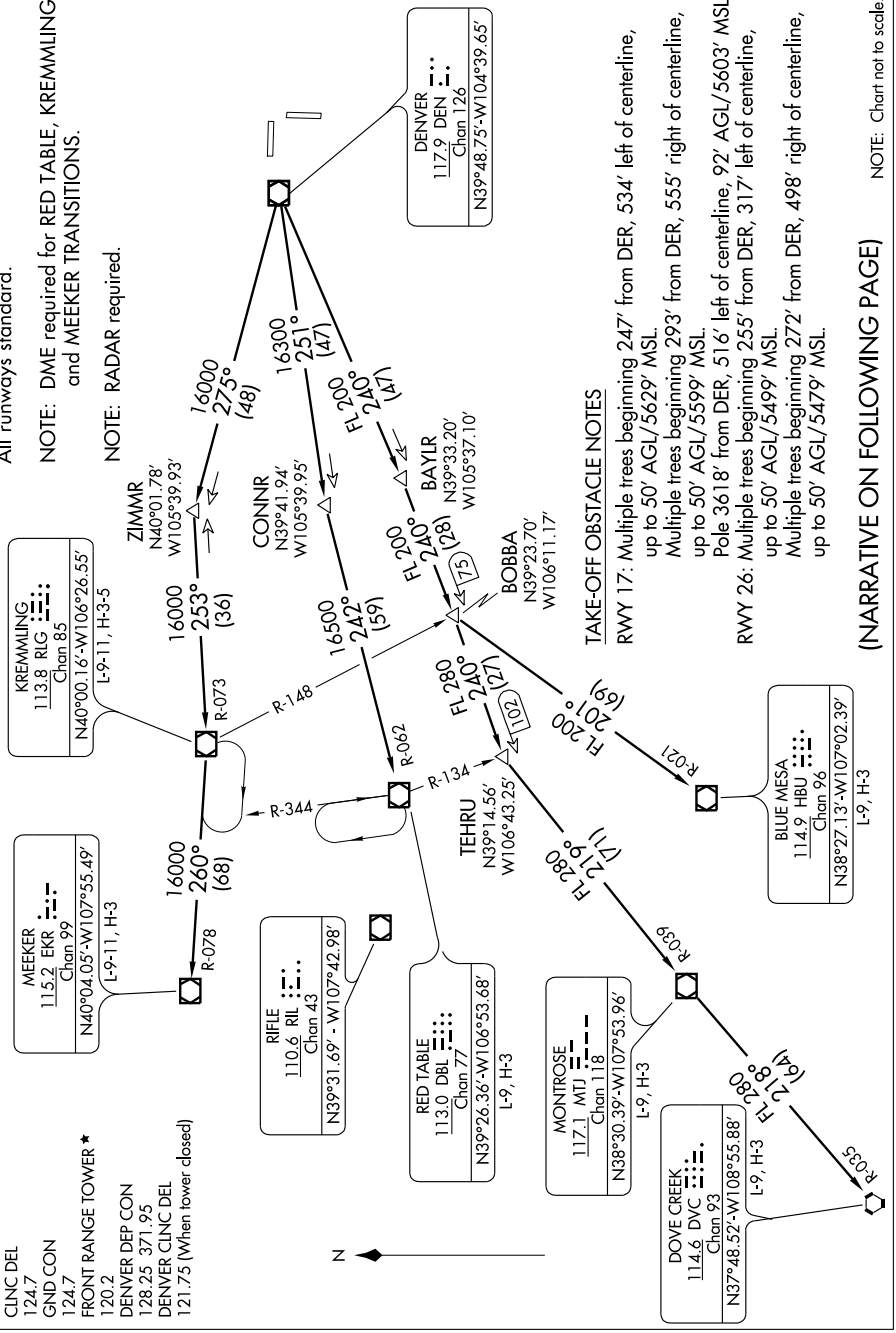
SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

TAKE-OFF MINIMUMS
All runways standard.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.




TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL.
Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5599' MSL.
Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.

RWY 26: Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL.
Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75 (When tower closed)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

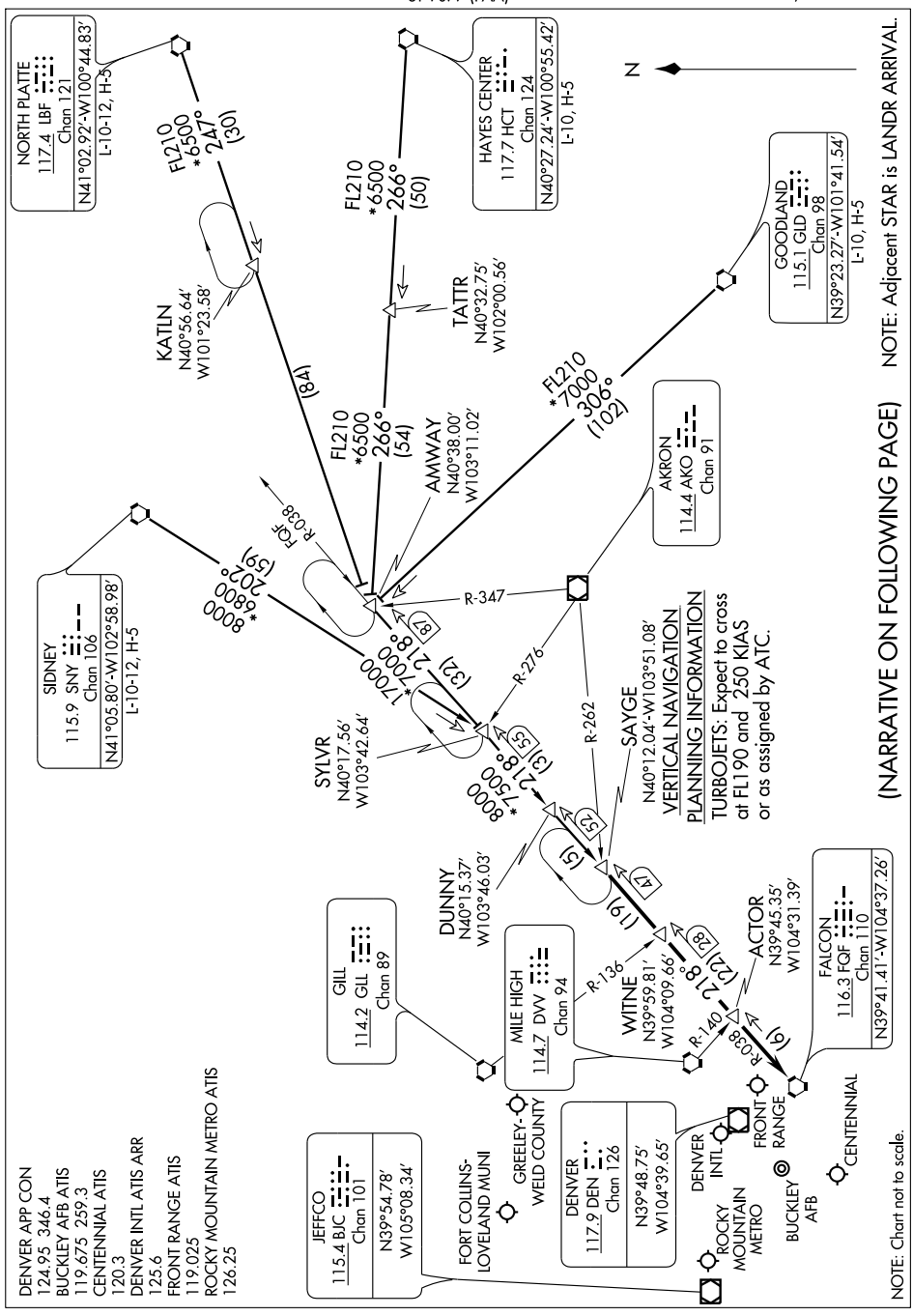
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

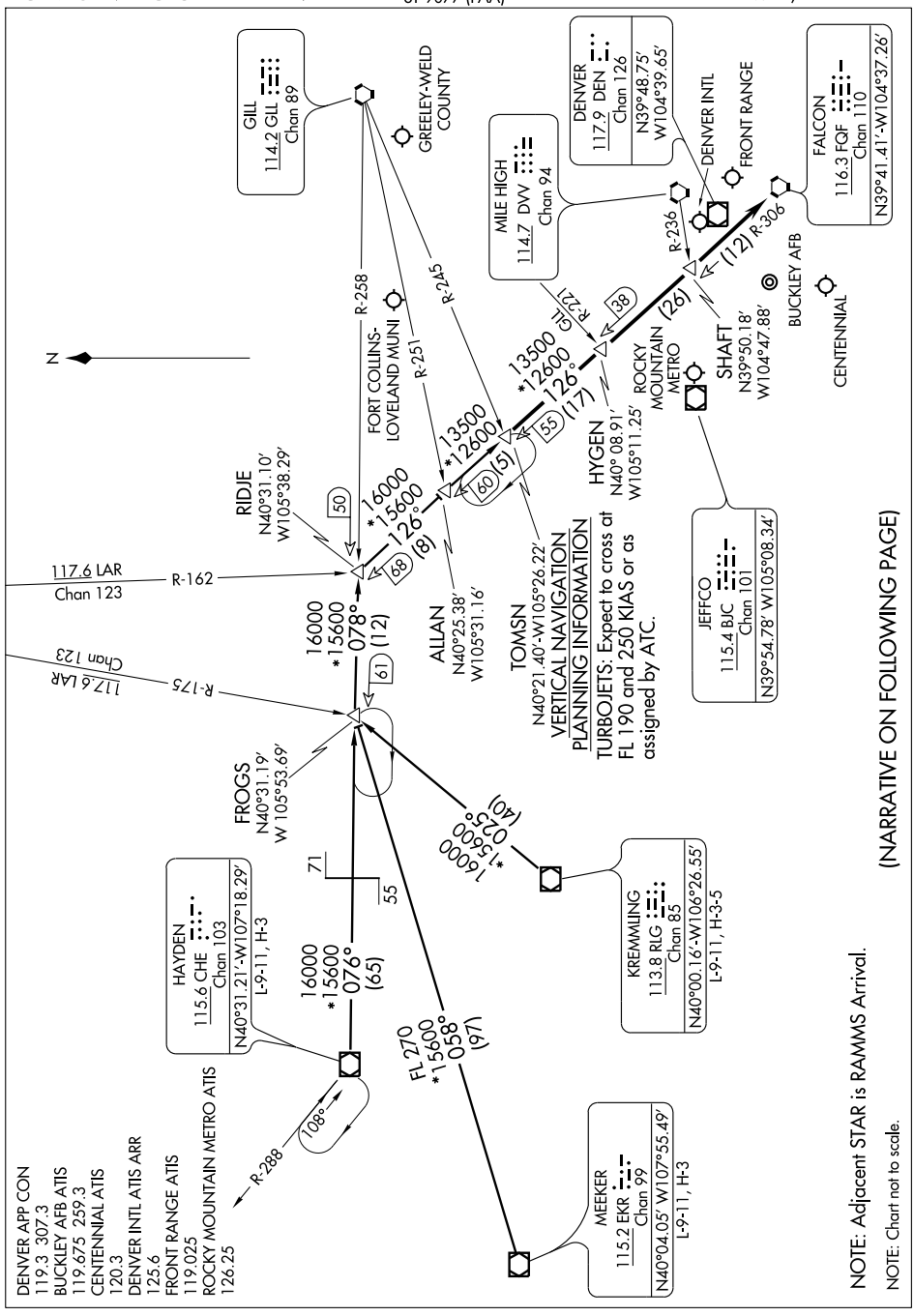
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

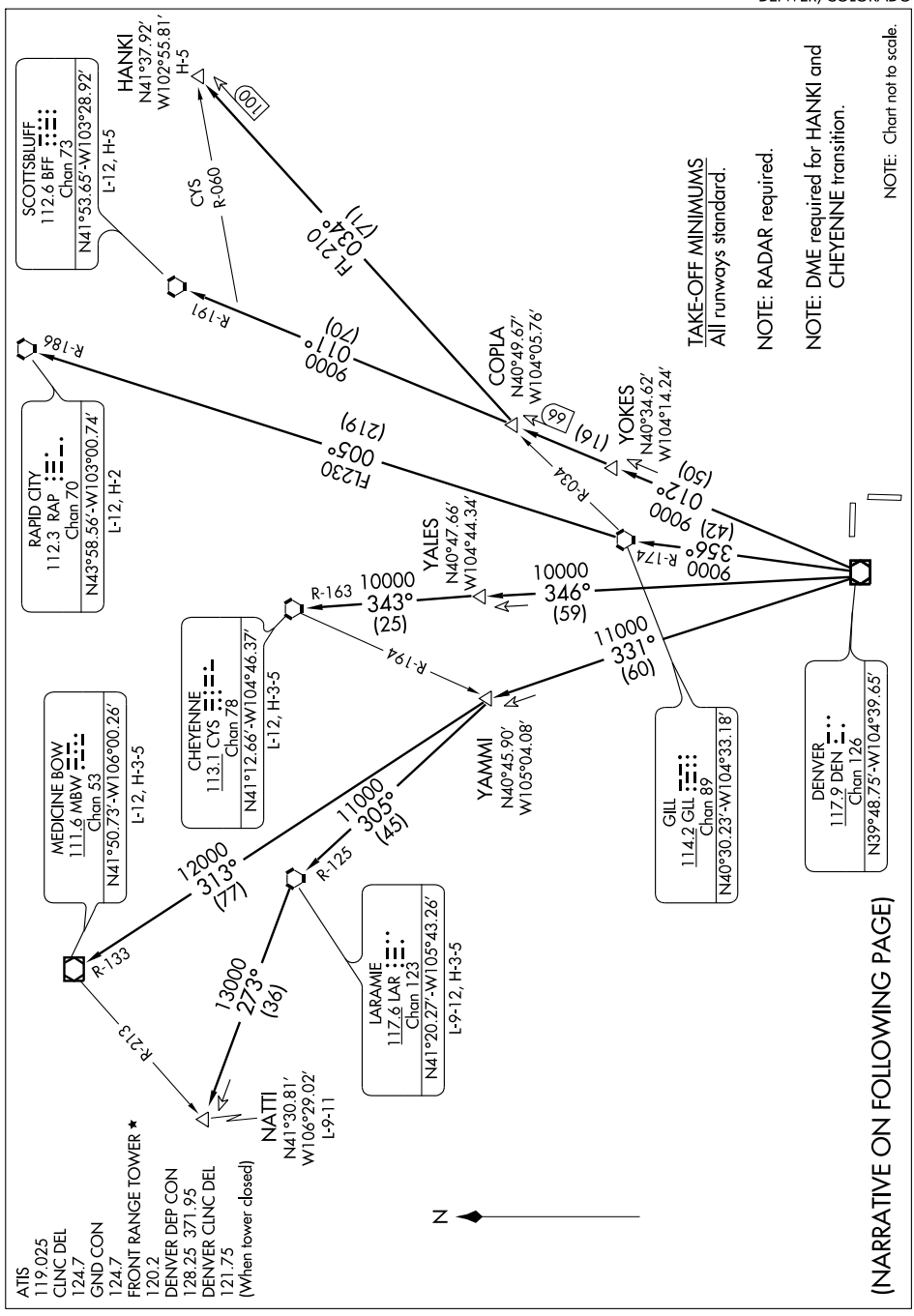
KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# YELLOWSTONE SIX DEPARTURE

DENVER/ FRONT RANGE (FTG)
DENVER, COLORADO




(NARRATIVE ON FOLLOWING PAGE)

# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247′ from DER, 534′ left of centerline, up to 50′ AGL/5629′ MSL.
Multiple trees beginning 293′ from DER, 555′ right of centerline, up to 50′ AGL/5599′ MSL.
Pole 3618′ from DER, 516′ left of centerline, 92′ AGL/5603′ MSL.

RWY 26: Multiple trees beginning 255′ from DER, 317′ left of centerline, up to 50′ AGL/5499′ MSL.
Multiple trees beginning 272′ from DER, 498′ right of centerline, up to 50′ AGL/5479′ MSL.

| LOC I-DRO | APP CRS | Rwy ldg | 9201 |
|---|---|---|---|
| 109.1 | 027° | TDZE | 6638 |
| | | Apt Elev | 6685 |

# ILS or LOC/DME RWY 3

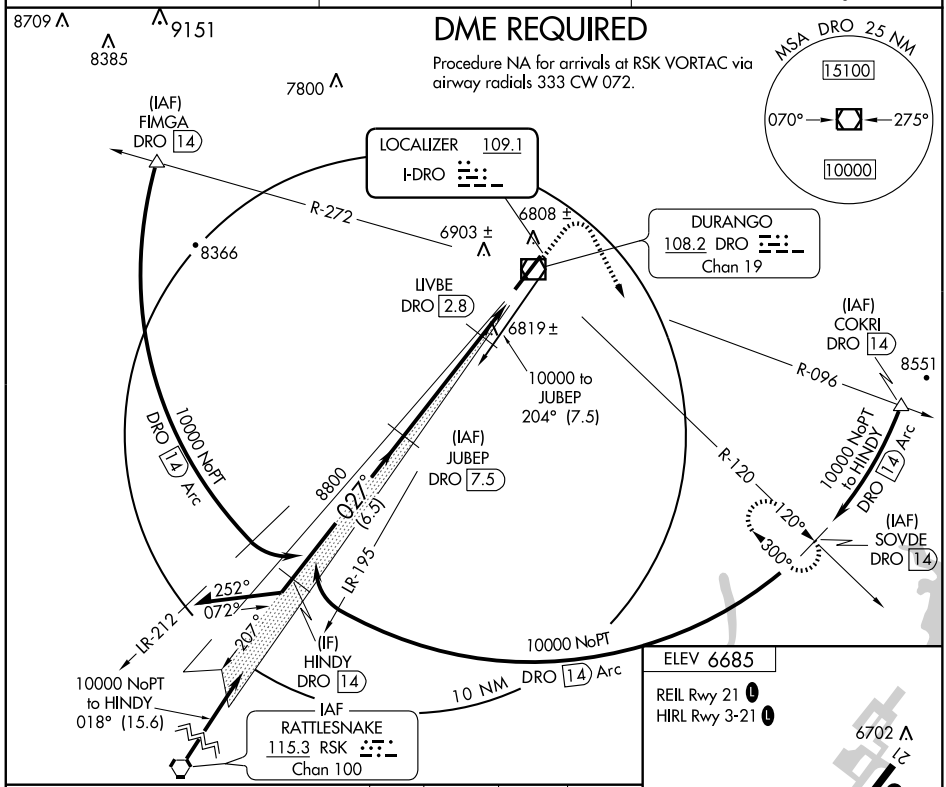
## DURANGO-LA PLATA COUNTY (DRO)

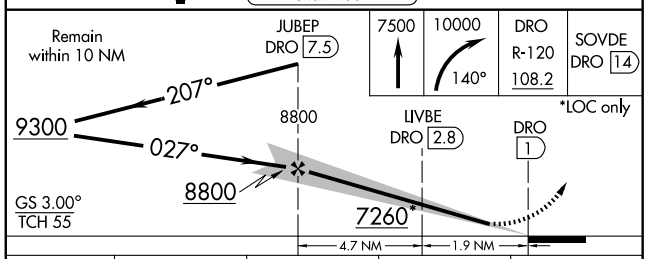
DME from DRO VOR/DME.
Simultaneous reception of I-DRO and DRO VOR/DME required.

MALSR

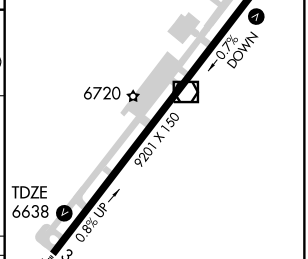
MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOVDE/14 DME and hold. Continue climb-in-hold to 10000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 6838-½ 200 (200-½) | | | |
| S-LOC 3 | 7080-½ 442 (400-½) | | 7080-¾ 442 (400-¾) | 7080-1 442 (400-1) |
| CIRCLING | 7180-1 495 (500-1) | 7200-1 515 (600-1) | 7220-1½ 535 (600-1½) | 7260-2 575 (600-2) |




SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 53710 W03A | APP CRS 027° | Rwy ldg 9201<br>TDZE 6638<br>Apt Elev 6685 |
|---|---|---|

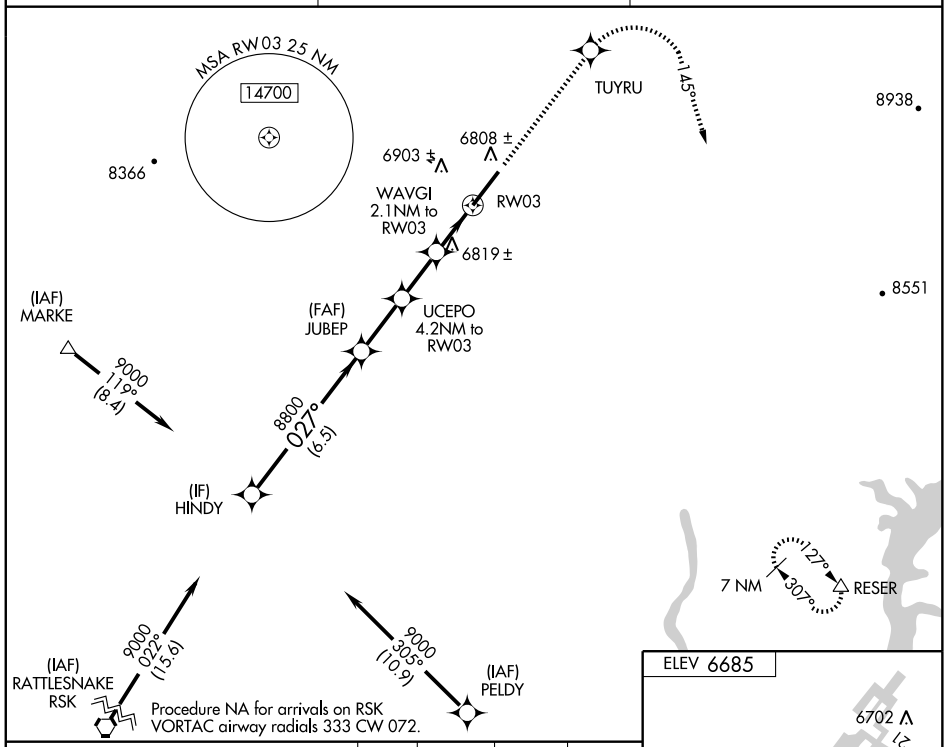
# RNAV (GPS) RWY 3
## DURANGO-LA PLATA COUNTY (DRO)

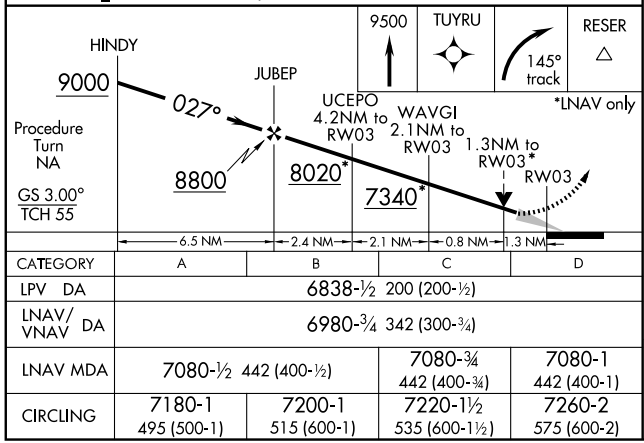
For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.

MALSR

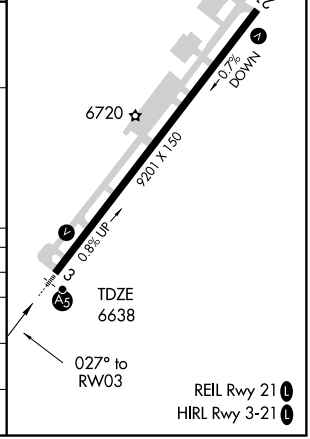
MISSED APPROACH: Climb to 9500 direct TUYRU then climbing right turn via 145° track to RESER and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6838-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 6980-¾ 342 (300-¾) | | | |
| LNAV MDA | 7080-½ 442 (400-½) | | 7080-¾ 442 (400-¾) | 7080-1 442 (400-1) |
| CIRCLING | 7180-1 495 (500-1) | 7200-1 515 (600-1) | 7220-1½ 535 (600-1½) | 7260-2 575 (600-2) |



| VOR/DME DRO 108.2 Chan 19 | APP CRS 030° | Rwy ldg 9201<br>TDZE 6639<br>Apt Elev 6685 |
|---|---|---|

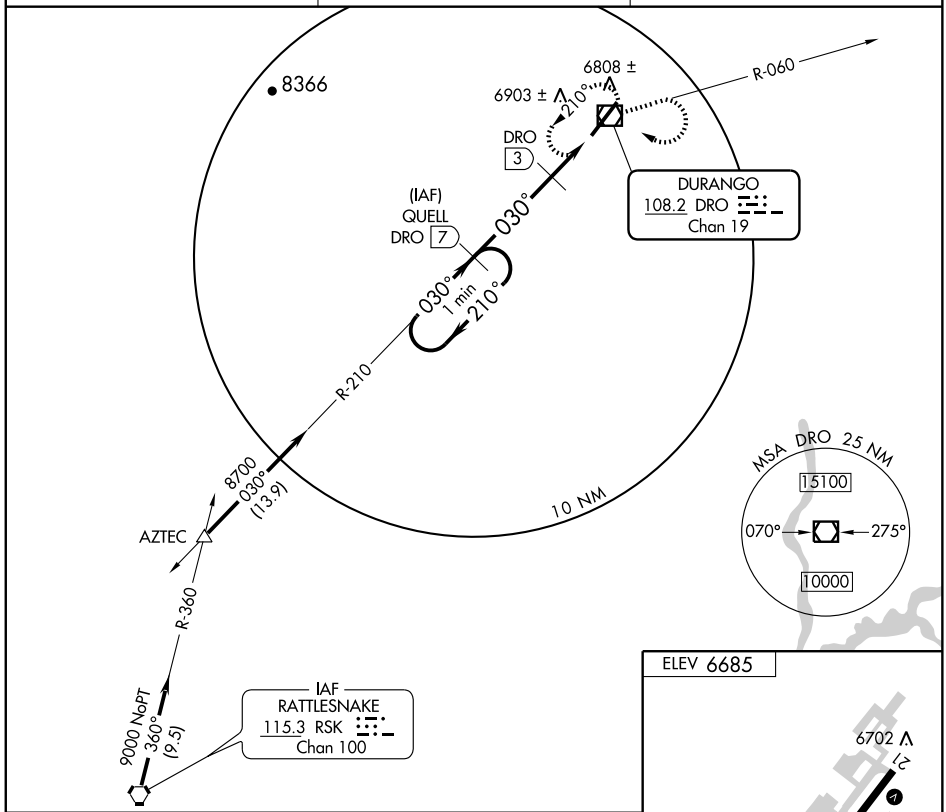
# VOR/DME RWY 3
## DURANGO-LA PLATA COUNTY (DRO)

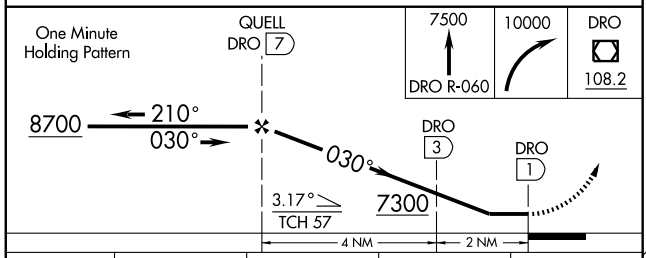
Cat. D S-3 visibility increased ¼ mile for inoperative MALSR.

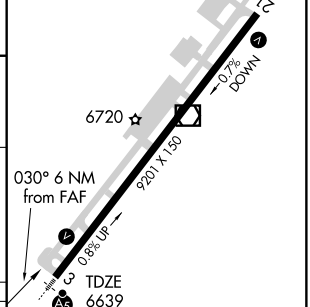
MALSR

MISSED APPROACH: Climb on R-060 to 7500, then climbing right turn to 10,000 direct DRO VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) L |



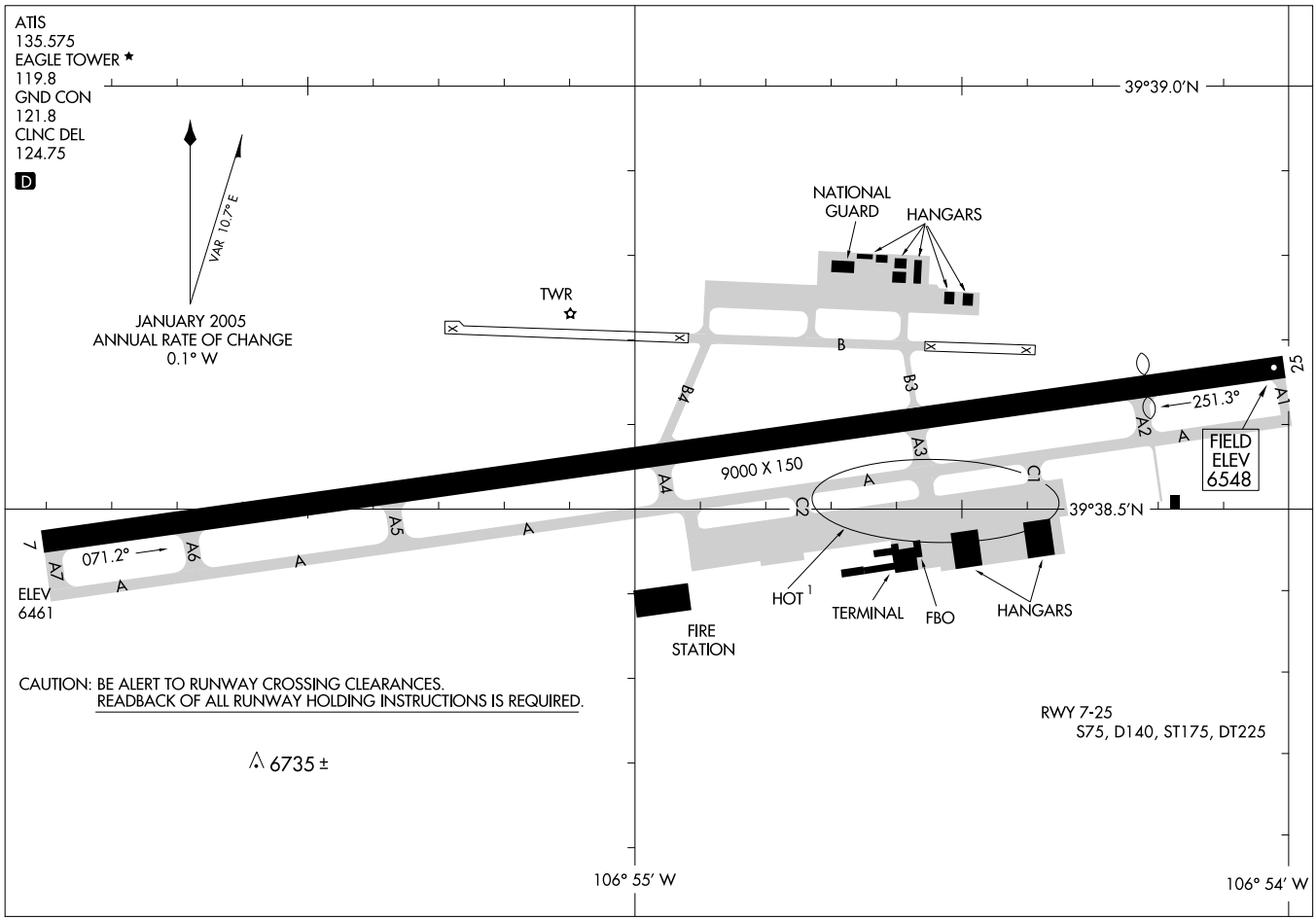




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 7020-½ 381 (400-½) | | | 7020-1<br>381 (400-1) |
| CIRCLING | 7180-1<br>495 (500-1) | 7200-1<br>515 (600-1) | 7220-1½<br>535 (600-1½) | 7260-2<br>575 (600-2) |

REIL Rwy 21 L
HIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010




10042

# AIRPORT DIAGRAM

AL-6403 (FAA)

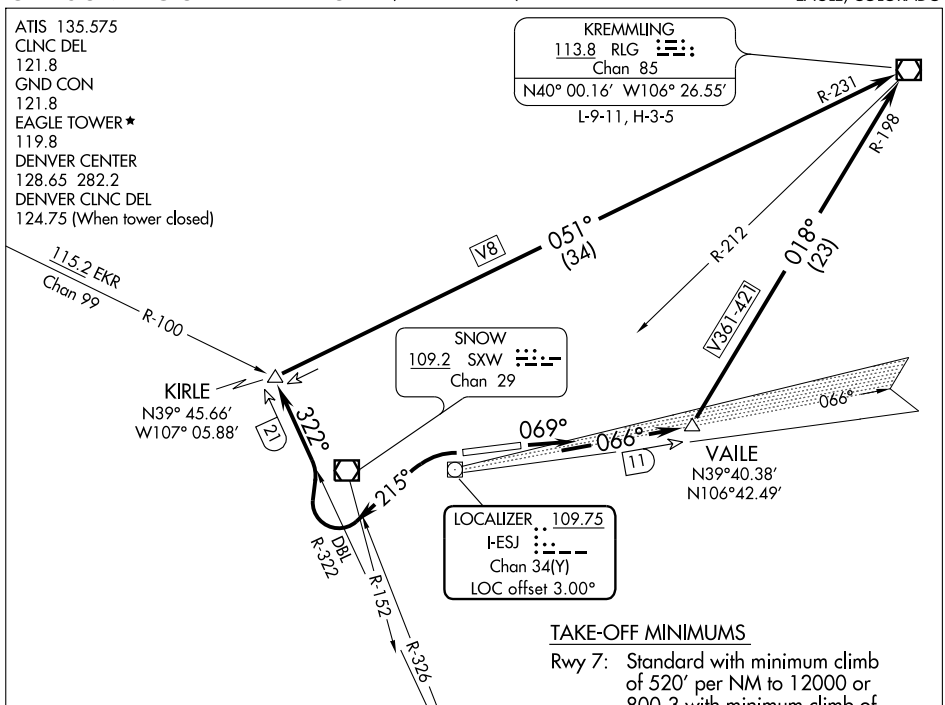
EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

# GYPSUM FOUR DEPARTURE (OBSTACLE)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

ATIS 135.575
CLNC DEL
121.8
GND CON
121.8
EAGLE TOWER ★
119.8
DENVER CENTER
128.65 282.2
DENVER CLNC DEL
124.75 (When tower closed)




## TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 520′ per NM to 12000 or 800-3 with minimum climb of 415′ per NM to 12000 or . . .

Rwy 25: Standard with minimum climb of 815′ per NM to 9000 or . . .

. . . 4100-3 for climb in visual conditions

## TAKEOFF OBSTACLE NOTES

Rwy 7: Windsock 99′ from DER, 352′ left of centerline, 12′ AGL/6552′ MSL.
OL on tower 2.2 NM from DER, 1688′ right of centerline, 57′ AGL/7057′ MSL.
Trees beginning 1.1 NM from DER, 1945′ right of centerline, up to 18′ AGL/7017′ MSL.
Tree 2.2 NM from DER, 3227′ right of centerline, 27′ AGL/7252′ MSL.

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233′ left of centerline, up to 15′ AGL/7694′ MSL.
Pole 2 NM from DER, 111′ left of centerline, 14′ AGL/7333′ MSL.
Multiple trees beginning 1.4 NM from DER, 795′ right of centerline, up to 16′ AGL/7615′ MSL.
Multiple poles, tank, and OL on tower beginning 1.4 NM from DER, 77′ right of centerline, up to 37′ AGL/7716′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 069° and I-ESJ northeast course to VAILE INT/I-ESJ 11 DME then turn left via RLG R-198 to RLG VOR/DME or . . .

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to KIRLE INT/DBL 21 DME then turn right via RLG R-231 to RLG VOR/DME or . . .

. . . Climb in visual conditions to cross Eagle County Rgnl Airport northeast bound at or above 10500, then via RLG R-212 to RLG VOR/DME.

SW-1. 03 JUN 2010 to 01 JUL 2010

# LDA/DME RWY 25
## EAGLE COUNTY RGNL (EGE)

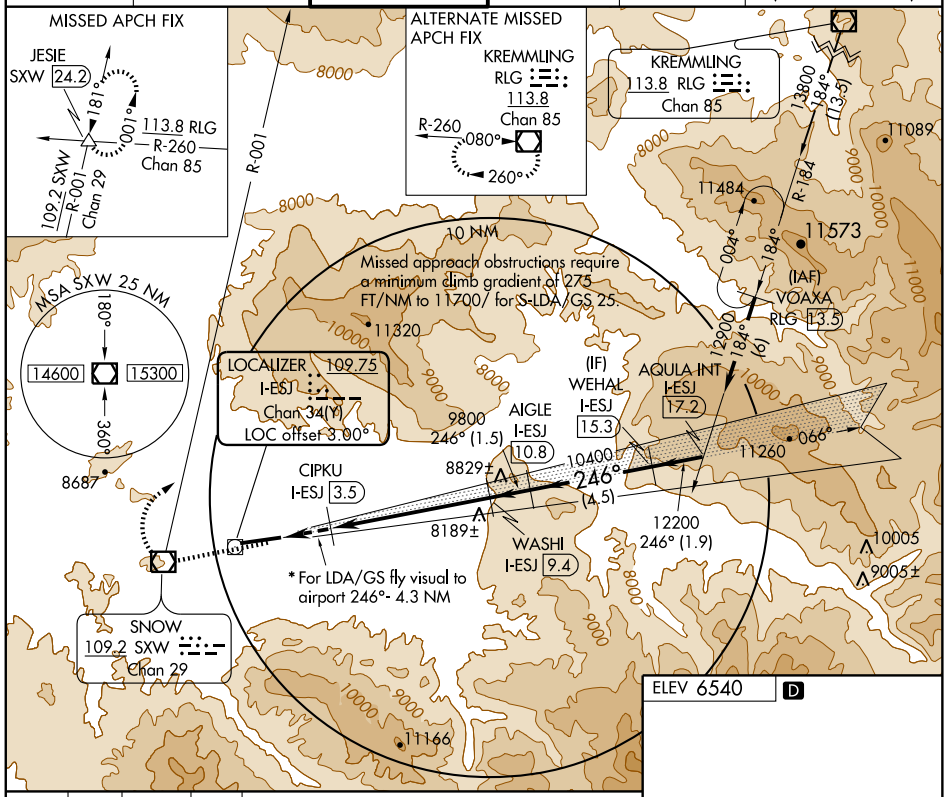
| LOC/DME I-ESJ | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 109.75 | 246° | TDZE | 6540 |
| Chan 34 (Y) | | Apt Elev | 6540 |

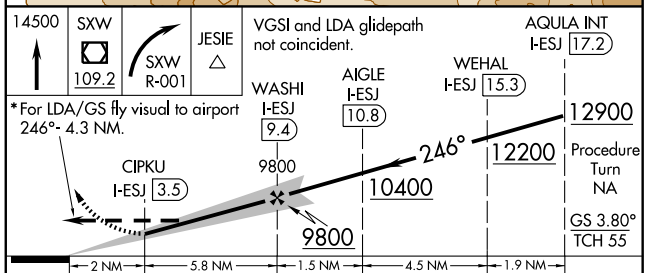
Inoperative table does not apply.
At night increase LDA/GS visibility to 5 miles.
* Fly visual to airport authorized during day only.

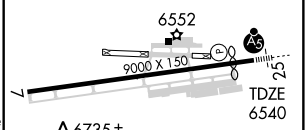
MALSR

MISSED APPROACH: Climb to 14500 direct SXW VOR/DME and climbing right turn via SXW R-001 to JESIE INT/SXW 24.2 DME and hold.

| ATIS | DENVER CENTER | EAGLE TOWER ★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 25 | 8330-3 1790 (1800-3) | | | NA |
| S-LDA 25 | 8620-2½ 2080 (2100-2½) | | 8620-3 2080 (2100-3) | NA |

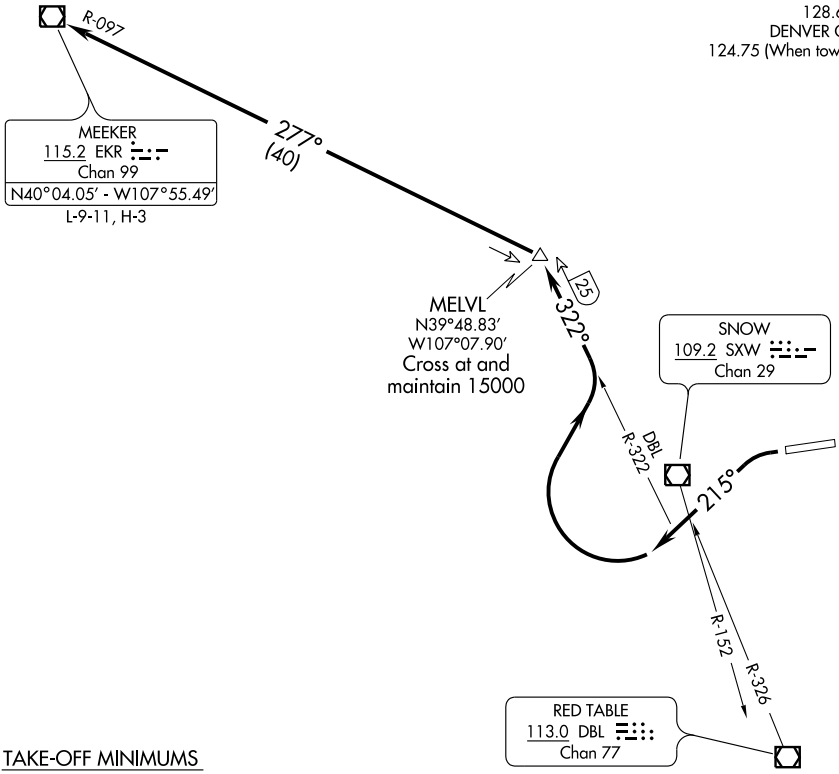
HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# MEEKER ONE DEPARTURE

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

ATIS 135.575
CLNC DEL 121.8
GND CON 121.8
EAGLE TOWER ★
119.8
DENVER CENTER
128.65 282.2
DENVER CLNC DEL
124.75 (When tower closed)




TAKE-OFF MINIMUMS

Rwy 7: NA - ATC

Rwy 25: Standard with minimum climb of 815′ per NM to 15000.

TAKE-OFF OBSTACLE NOTES

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233′ left of centerline, up to 15′ AGL/7694′ MSL.
Pole 2 NM from DER, 111′ left of centerline, 14′ AGL/7333′ MSL.
Multiple trees beginning 1.4 NM from DER, 795′ right of centerline, up to 16′ AGL/7615′ MSL.
Multiple poles, tank and OL on tower beginning 1.4 NM from DER, 77′ right of centerline, up to 37′ AGL/7716′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to MELVL INT/DBL 25 DME then turn left via EKR R-097 to EKR VOR/DME. Cross MELVL at and maintain 15000, expect filed altitude 10 minutes after departure.

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 247° | TDZE | N/A |
| | Apt Elev | 6535 |

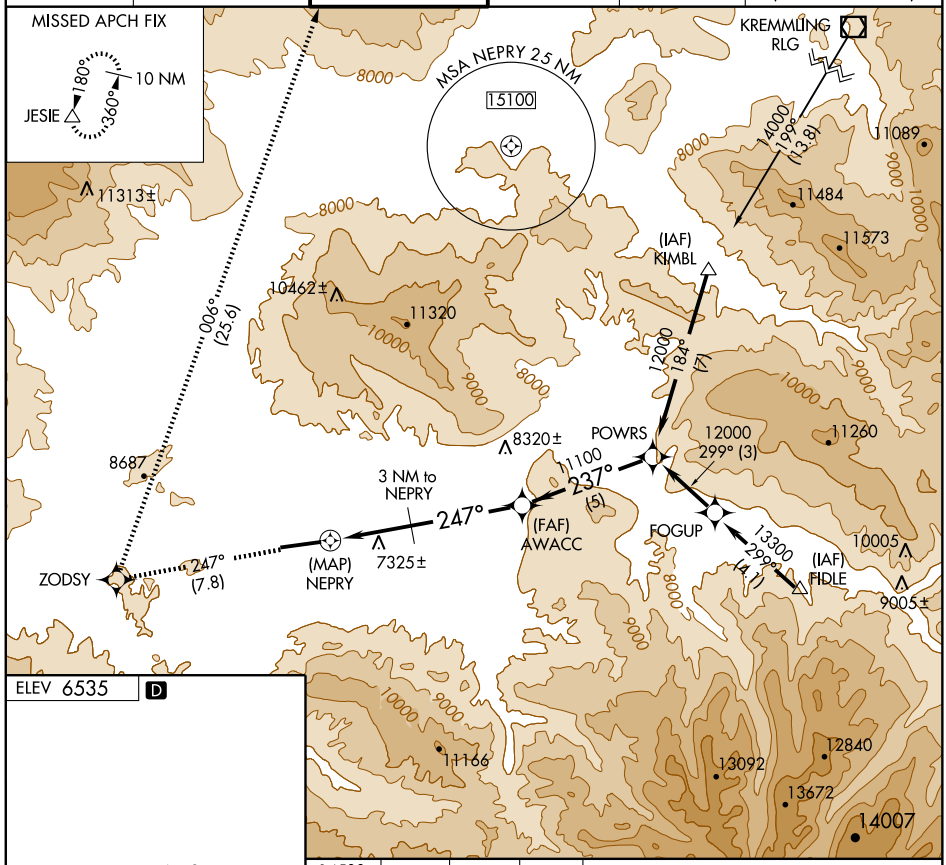
# RNAV (GPS) -D
## EAGLE COUNTY RGNL (EGE)

T NA

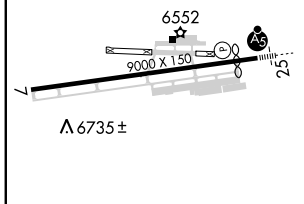
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Circling south of Rwy 7-25 not authorized for Cat. C and D at night.

MISSED APPROACH: Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.

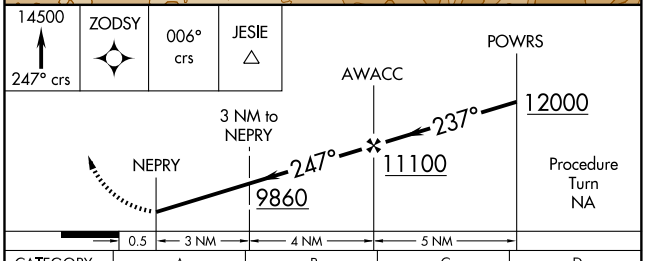
| ATIS | DENVER CENTER | EAGLE TOWER ★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |




ELEV 6535 D




| 14500 247° crs | ZODSY | 006° crs | JESIE |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8900-1¼ 2365 (2400-1¼) | 8900-1½ 2365 (2400-1½) | 8900-3 2365 (2400-3) | |

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME BJC 115.4 Chan 101 | APP CRS 203° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5130 |
|---|---|---|

# VOR/DME or GPS-A

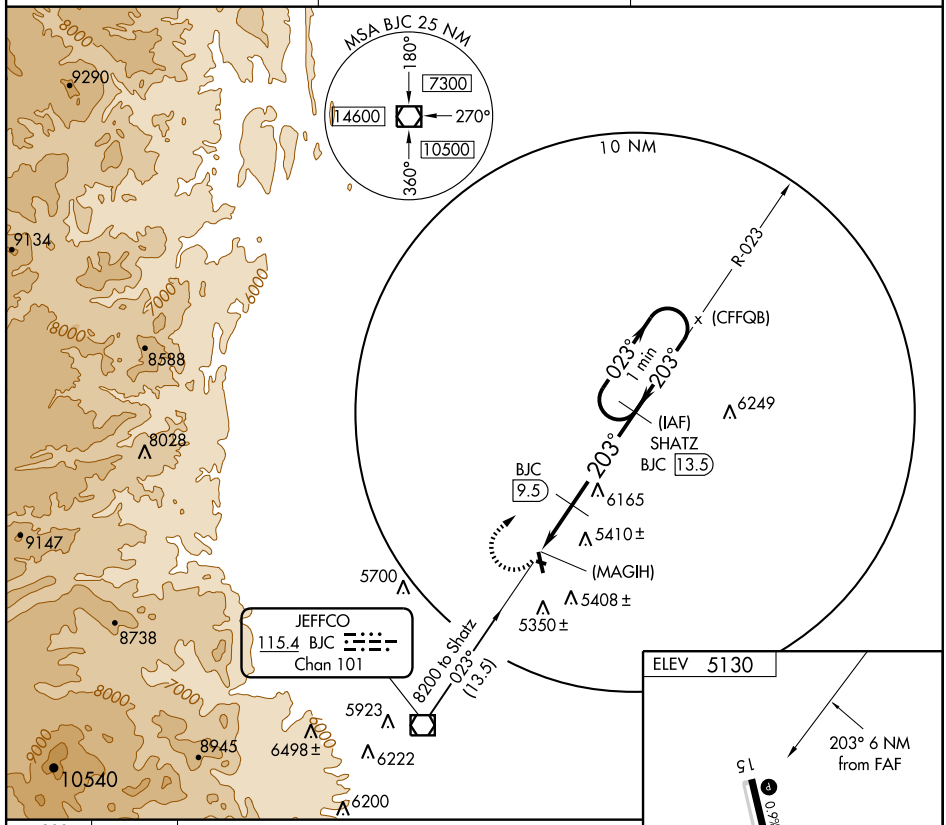
ERIE MUNI (EIK)

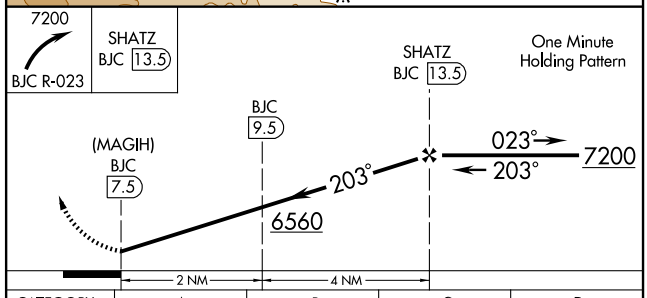
NA

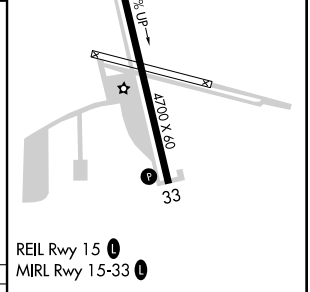
Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 7200 via BJC R-023to SHATZ/13.5 DME and hold.

| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 133.825 | 126.1 360.75 | 123.0 (CTAF) L |




REIL Rwy 15 L
MIRL Rwy 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5840-1<br>710 (800-1) | 5860-1<br>730 (800-1) | 5880-2 ¼<br>750 (800-2¼) | NA |

SW-1, 03 JUN 2010 to 01 JUL 2010

# COPTER NDB 314°

| NDB IHS | APCH CRS | Rwy ldg | 4572 |
|---|---|---|---|
| 335 | 314° | TDZE | 5823 |
| | | Arpt Elev | 5838 |

AL-6594 [USA]

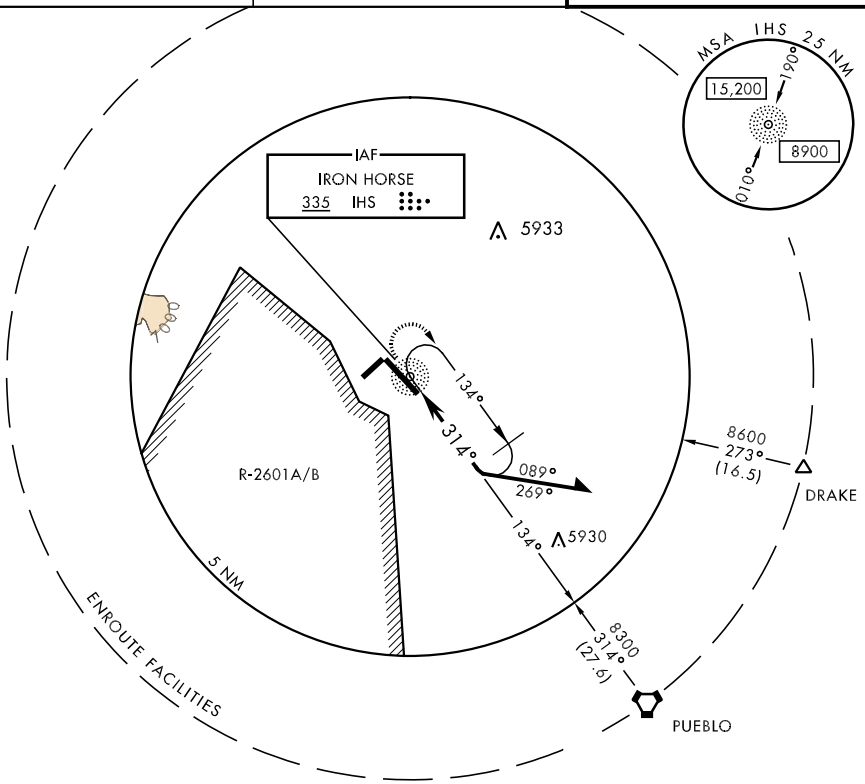
BUTTS AAF (KFCS)

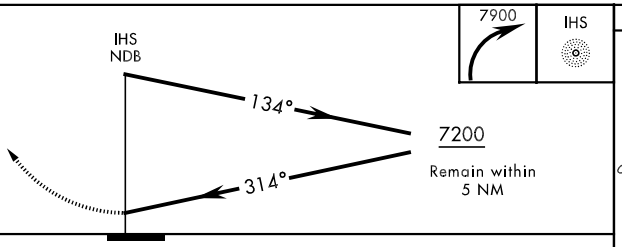
NA

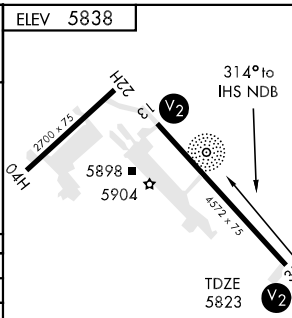
When control zone not in effect, use Colorado Springs, CO altimeter setting

MISSED APPROACH: Climbing right turn to 7900 in IHS holding pattern.

| ATIS | SPRINGS APP CON | BUTTS TOWER |
|---|---|---|
| 108.8 | 124.0 257.875 | 125.5 229.4 41.5 |




MIRL Rwy 13-31

| CATEGORY | COPTER | | |
|---|---|---|---|
| H-314° | 6280-½ | 457 | (500-½) |
| CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS | | | |
| H-314° | 6360-½ | 537 | (600-½) |

# VOR or GPS RWY 31

BUTTS AAF (KFCS)

| VOR/DME FCS 108.8 Chan 25 | APCH CRS 310° | Rwy ldg 4572 TDZE 5823 Arpt Elev 5838 |
|---|---|---|

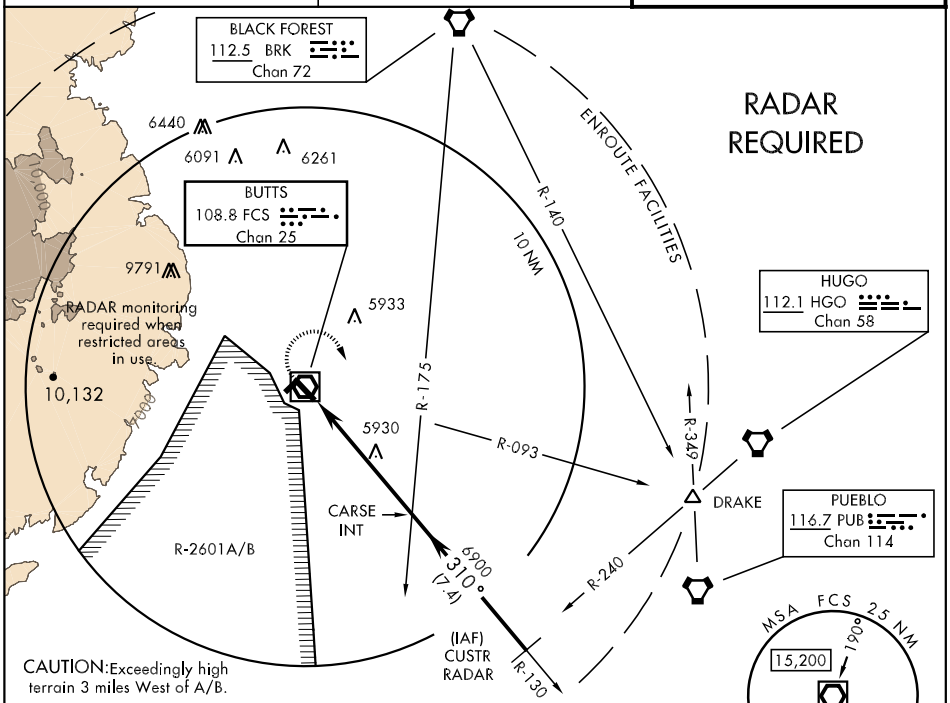
AL-6594 [USA]

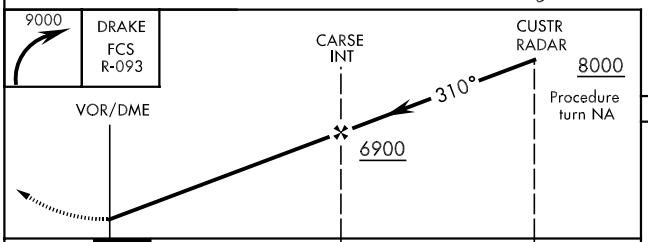
NA

When control zone not in effect use Colorado Springs, CO altimeter setting.

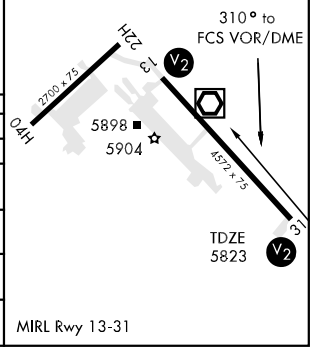
MISSED APPROACH: Climbing right turn to 9000 via FCS VOR/DME R-093 to DRAKE INT.

| ATIS | SPRINGS APP CON | BUTTS TOWER |
|---|---|---|
| 108.8 | 124.0 257.875 | 125.5 229.4 41.5 |




ELEV 5838



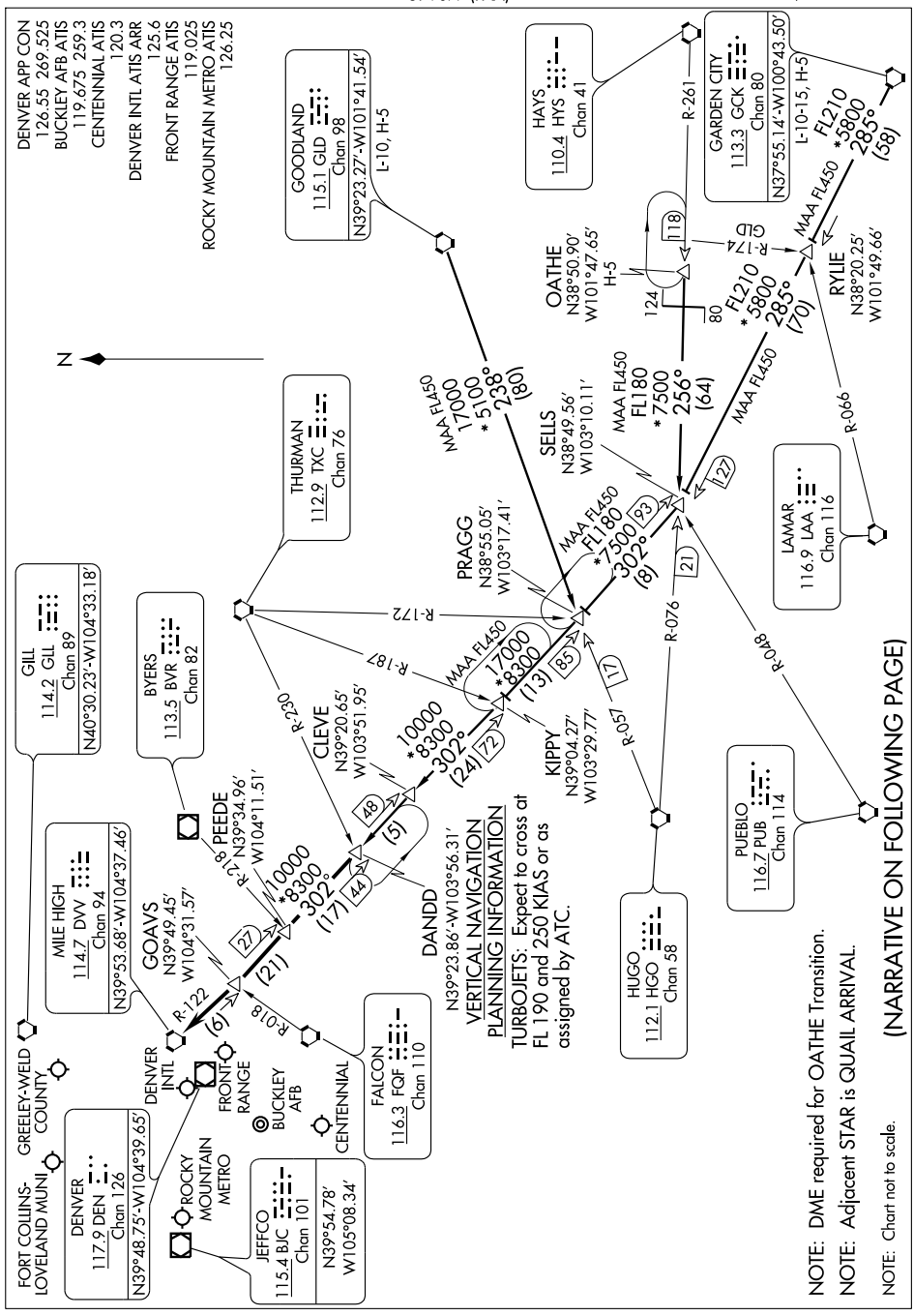

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 6200-1 377 (400-1) | | | NA |
| CIRCLING | 6340-1 502 (600-1) | | 6340-1½ 502 (600-1½) | NA |
| CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-31 | 6260-1 437 (500-1) | | 6260-1¼ 437 (500-1¼) | NA |
| CIRCLING | 6400-1 562 (600-1) | | 6420-1½ 582 (600-1½) | NA |

SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

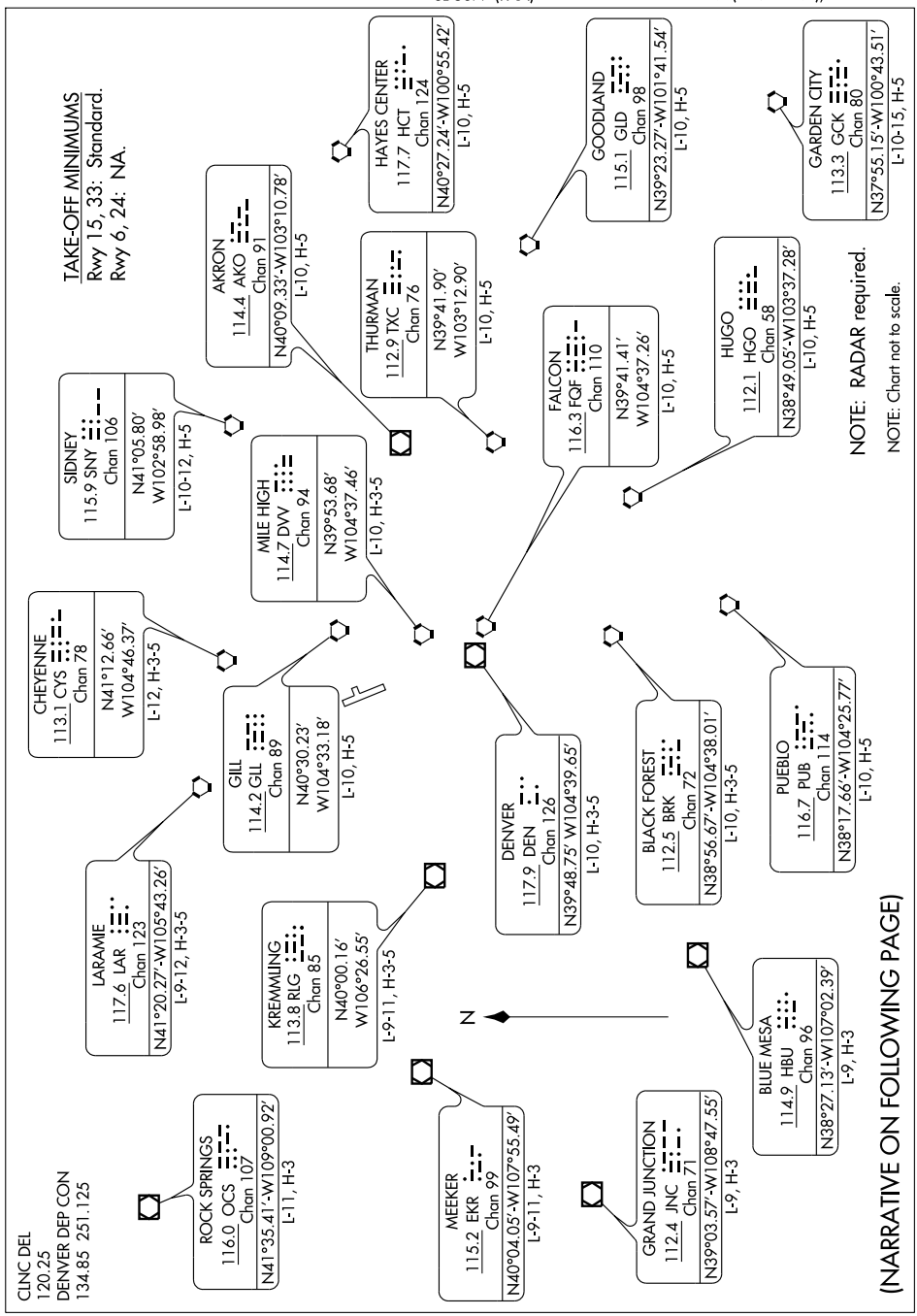
SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6, 24: NA.




(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

| LOC I-FNL | APP CRS | Rwy ldg | 8500 |
|---|---|---|---|
| 109.5 | 331° | TDZE | 5016 |
| | | Apt Elev | 5016 |

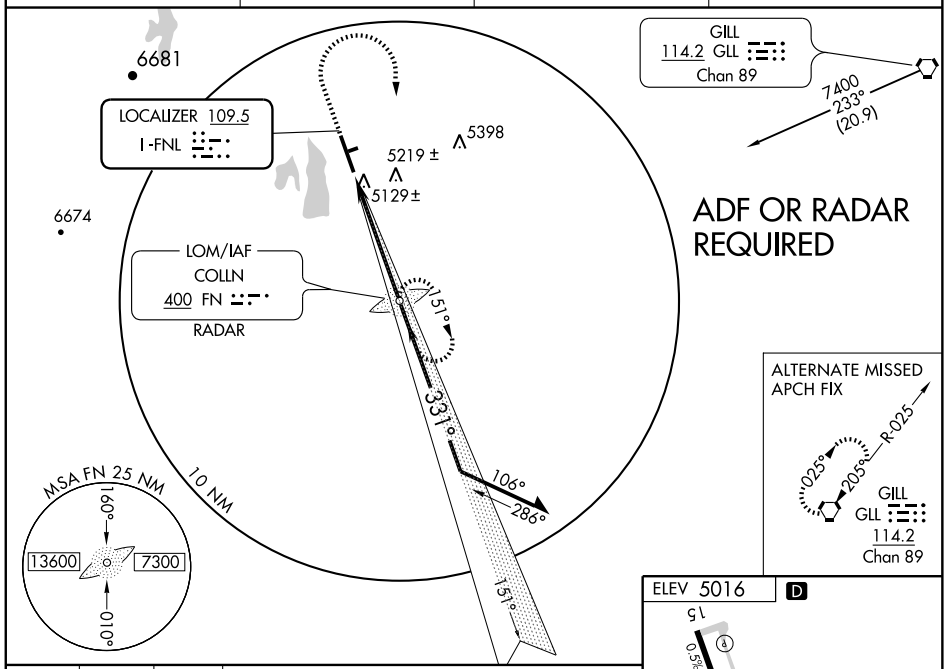
# ILS or LOC RWY 33
## FORT COLLINS-LOVELAND MUNI (FNL)

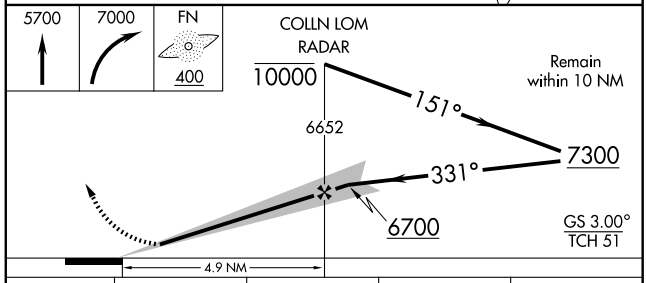
T A NA Circling to Rwy 6/24 NA at night. ADF or RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALSR, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

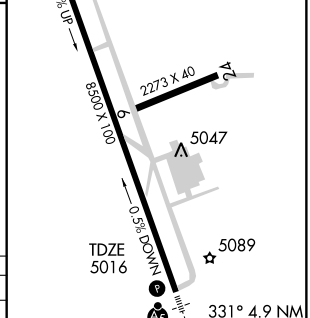
MALSR A5

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM and hold.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 134.85 251.125 | 120.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 5216-½ 200 (200-½) | | | |
| S-LOC 33 | 5380-½ 364 (400-½) | | | 5380-¾ 364 (400-¾) |
| CIRCLING | 5500-1 484 (500-1) | | 5520-1½ 504 (600-1½) | 5580-2 564 (600-2) |

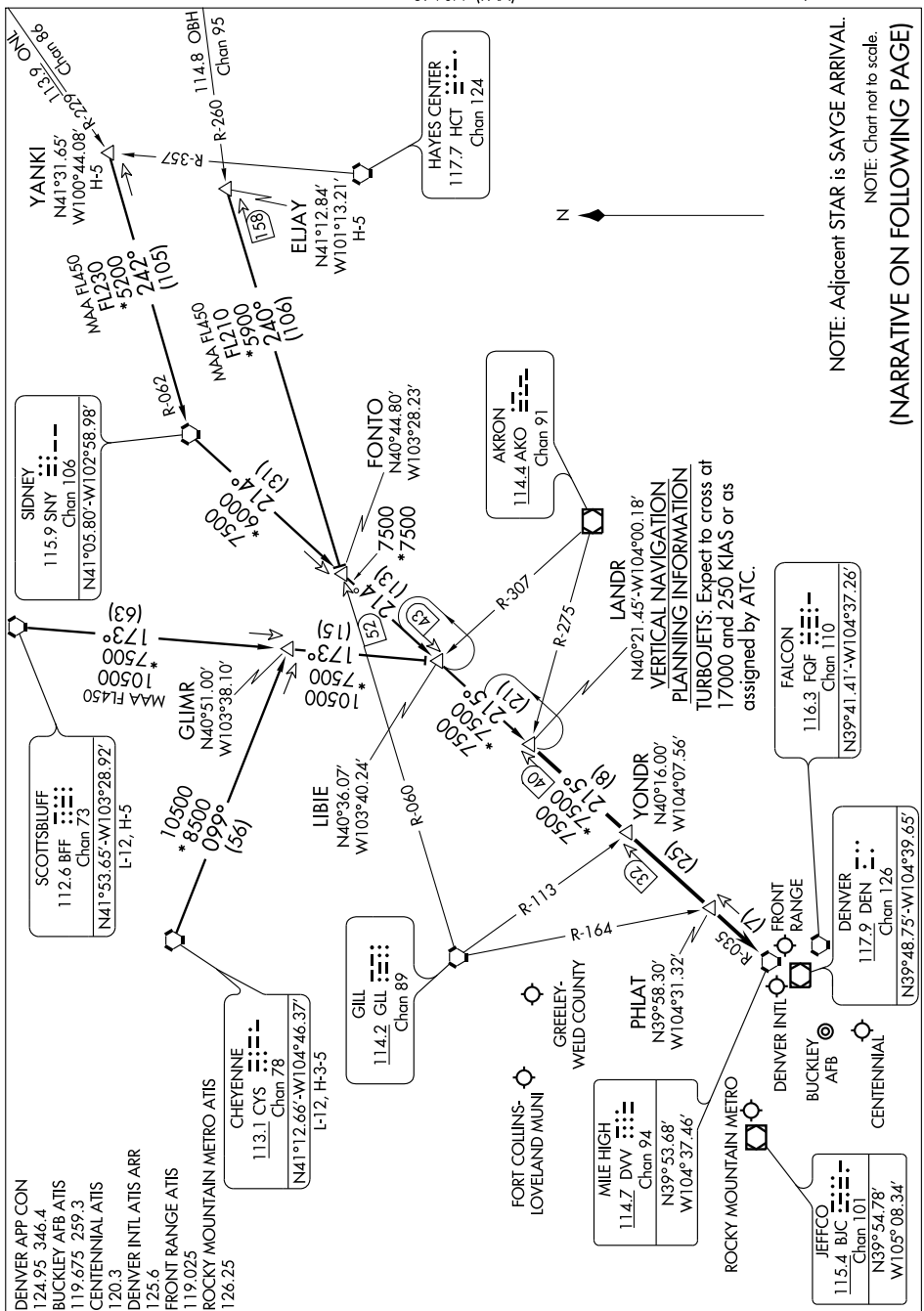
| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SW-1. 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

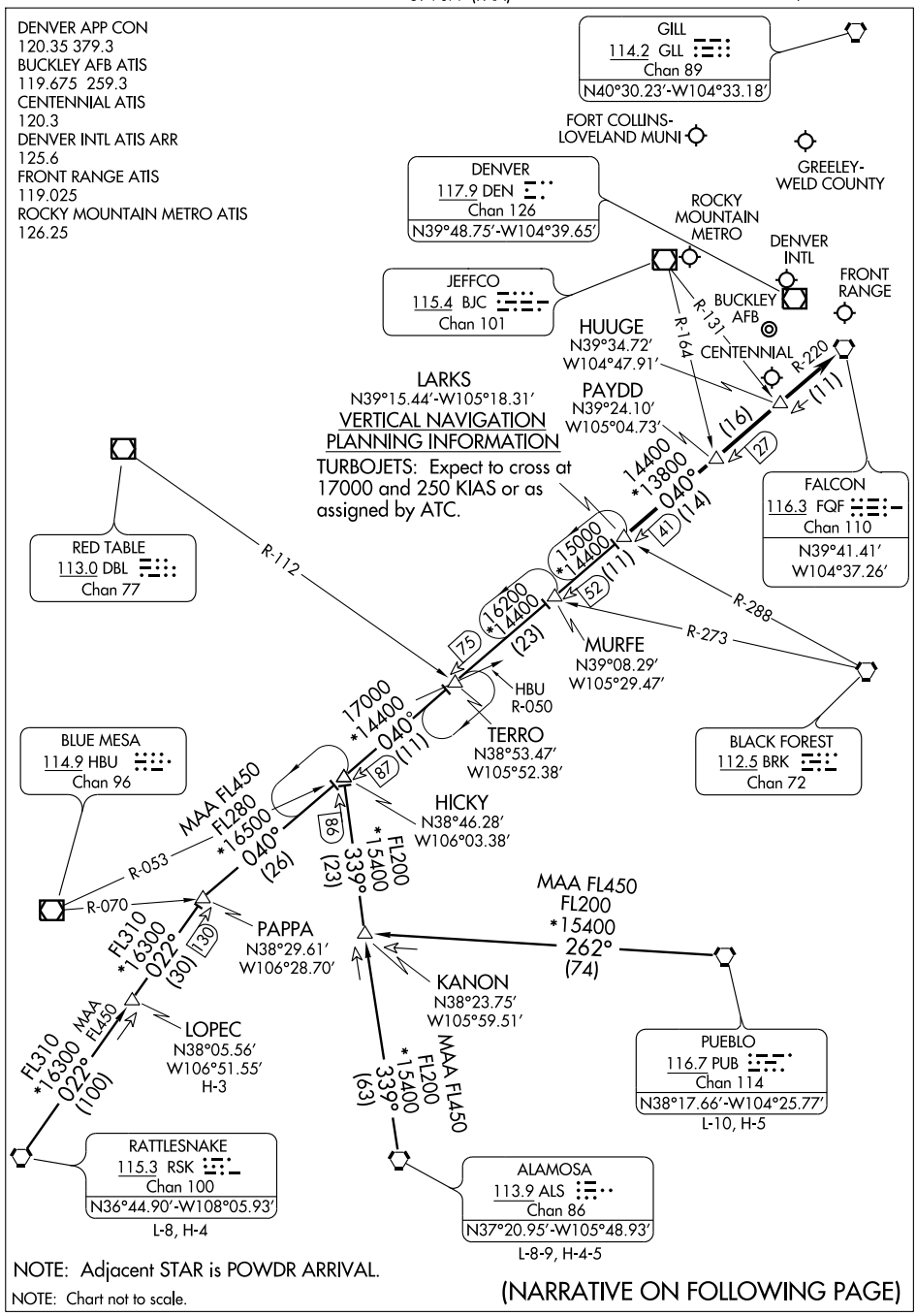
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

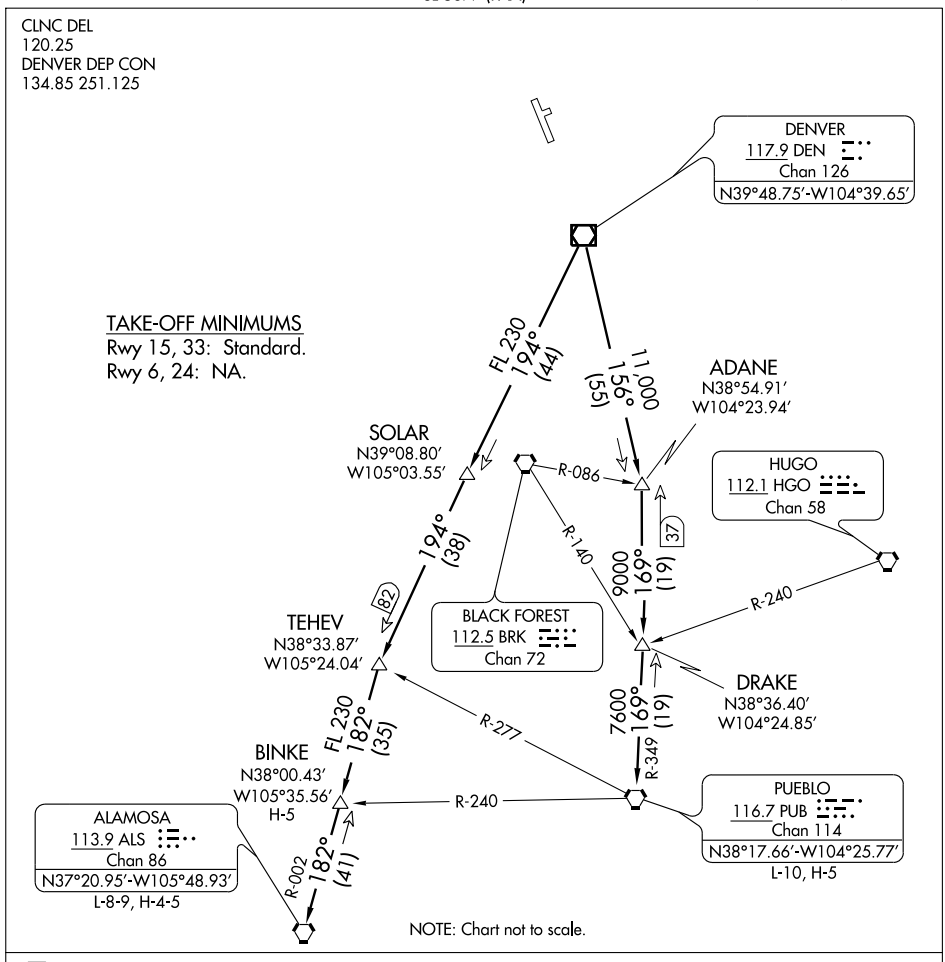
SW-1, 03 JUN 2010 to 01 JUL 2010

# PIKES FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

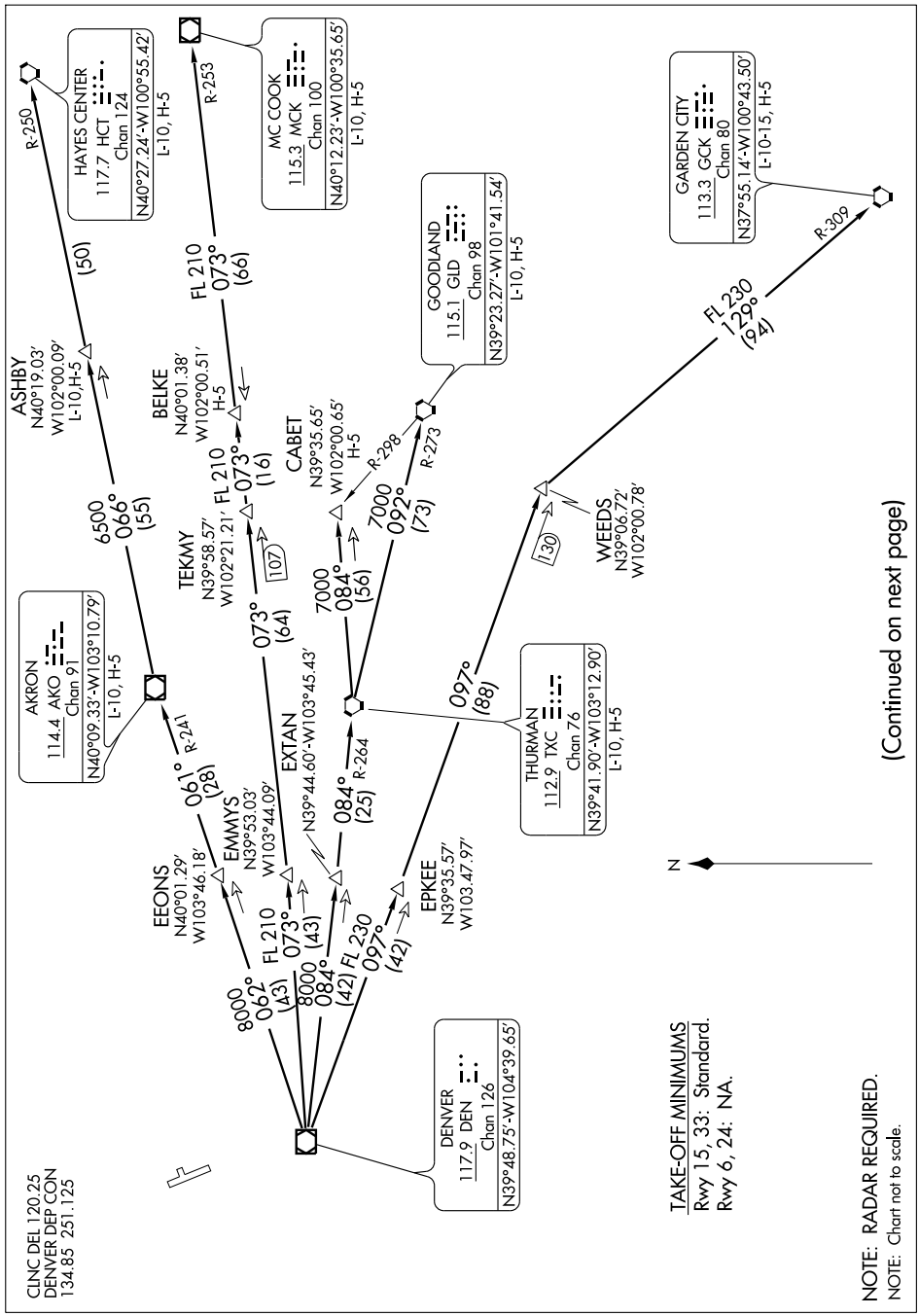
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

# PLAINS FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



DEPARTURE ROUTE DESCRIPTION

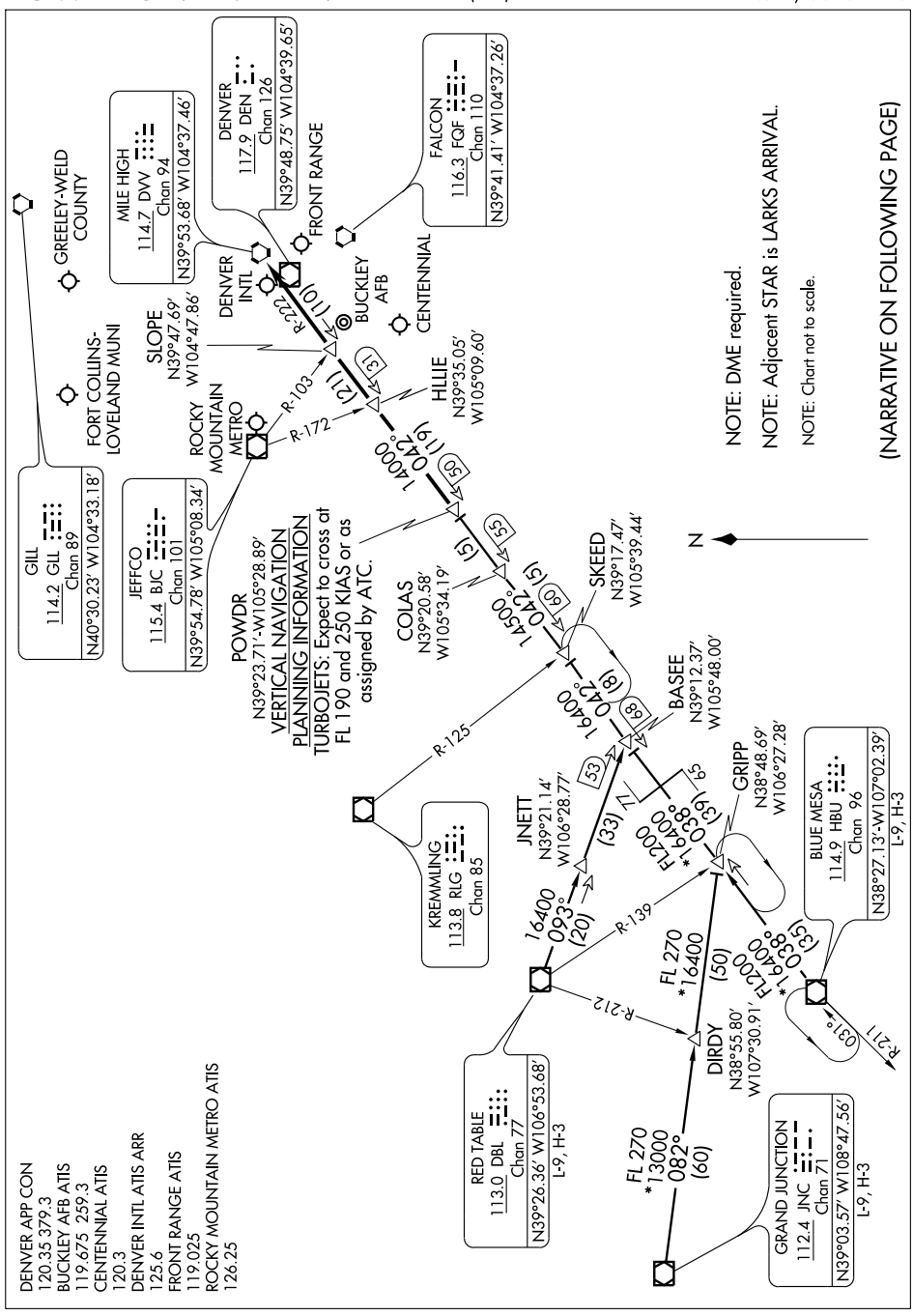
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

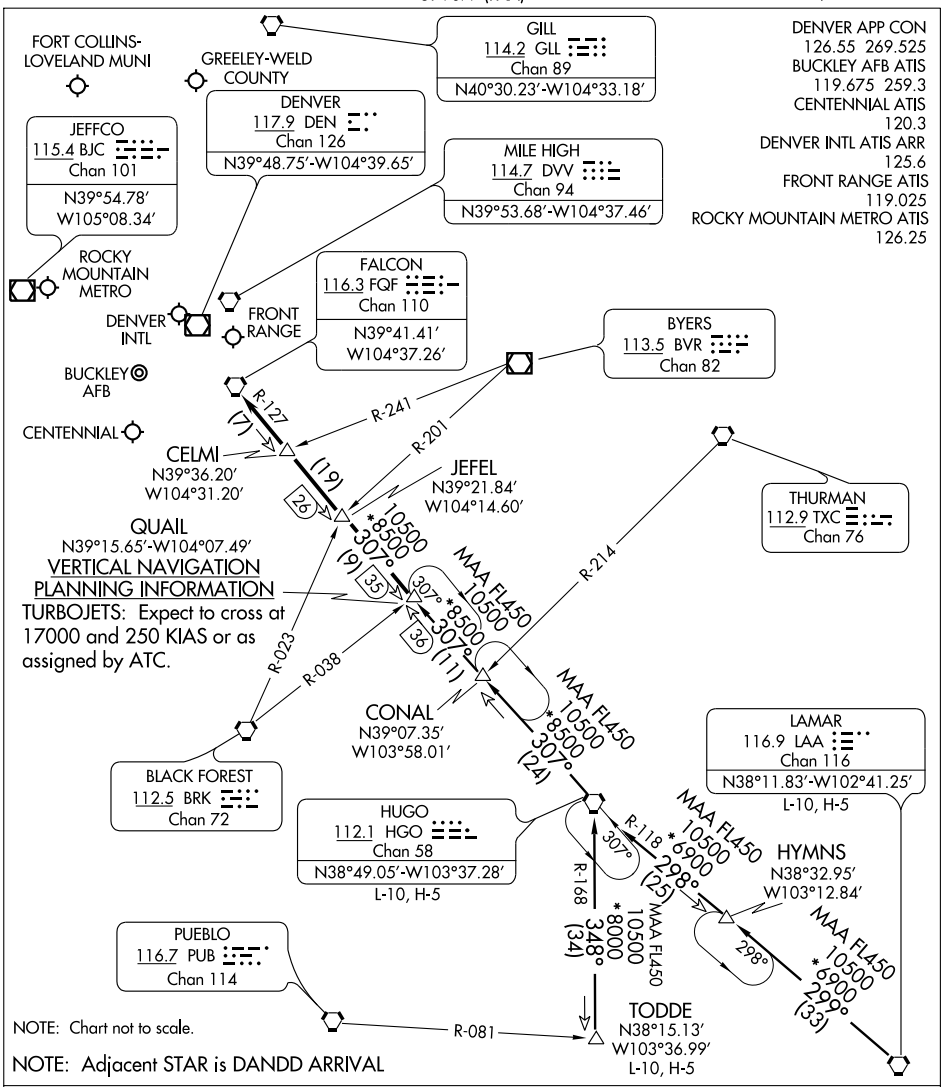
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

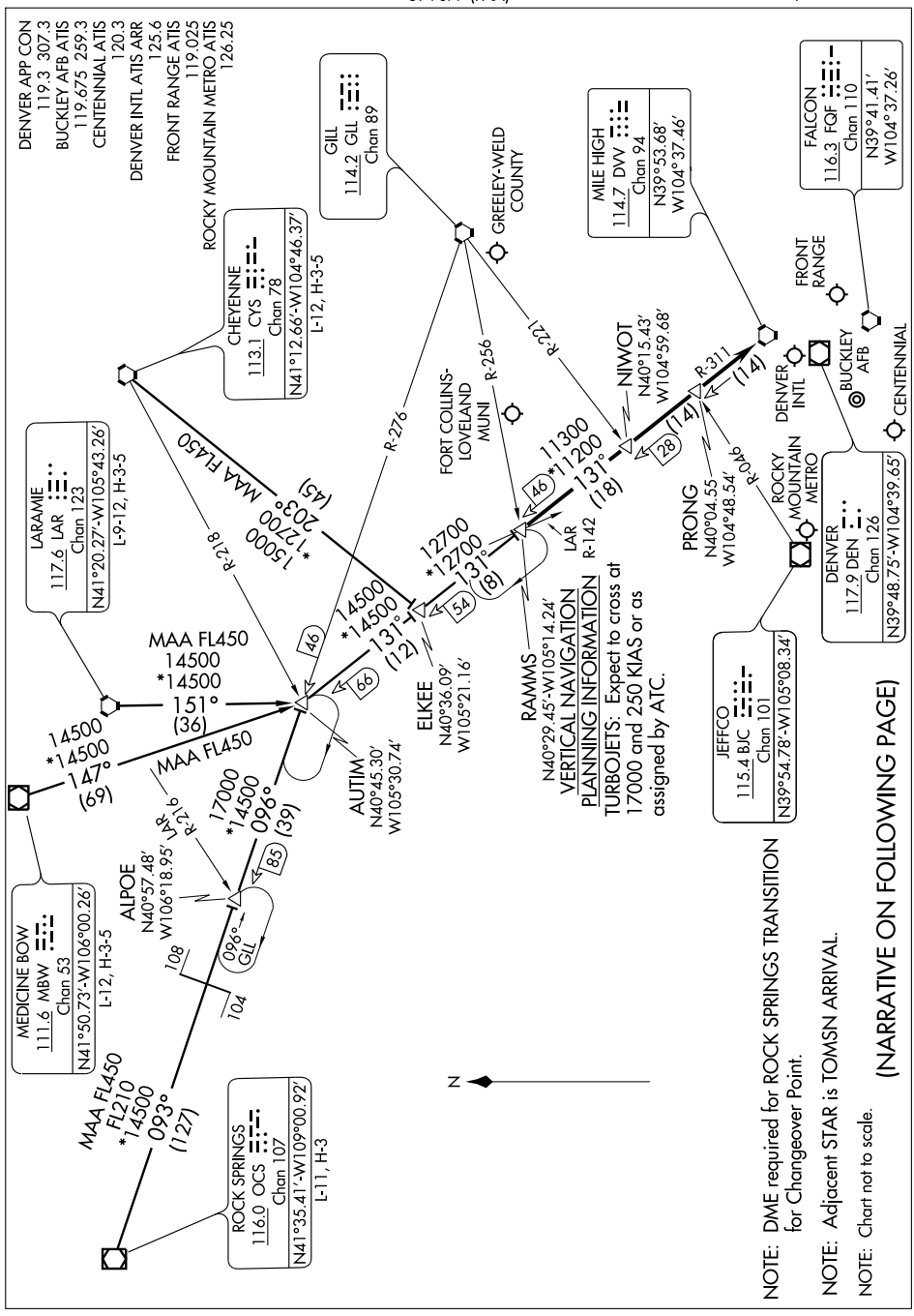
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

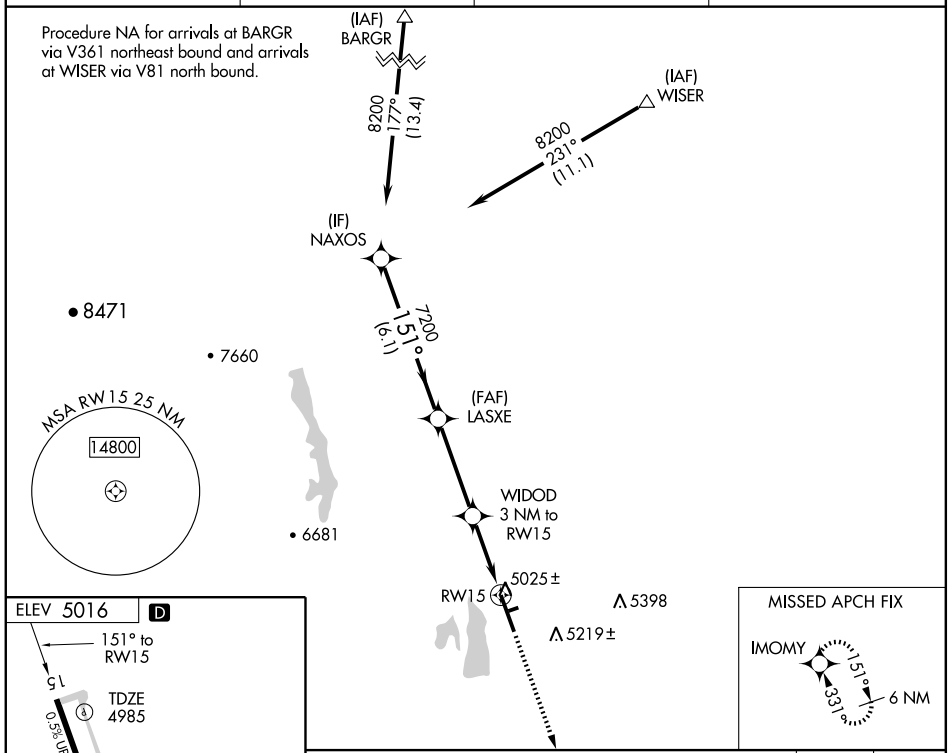
| APP CRS | Rwy ldg | 8500 |
|---|---|---|
| 151° | TDZE | 4985 |
| | Apt Elev | 5016 |

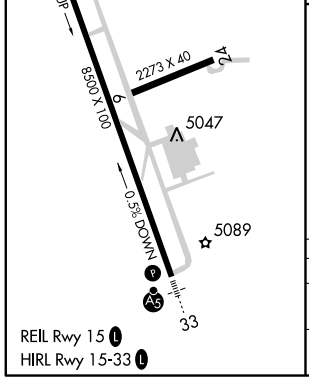
# RNAV (GPS) RWY 15
## FORT COLLINS-LOVELAND MUNI (FNL)

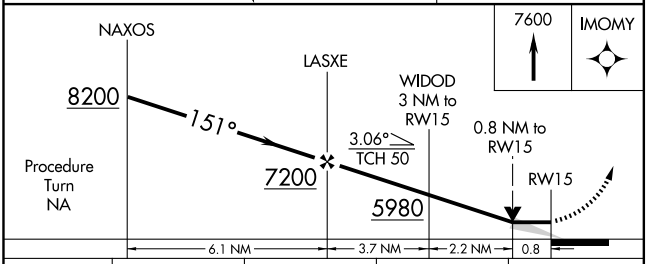
Circling to Rwy 6/24 NA at night.
DME/DME RNP- 0.3 NA.
VDP NA when using Denver Intl altimeter setting.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility ¼ mile, Cat D ½ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 134.85 251.125 | 120.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5280-1 295 (300-1) | | | |
| CIRCLING | 5500-1 484 (500-1) | | 5520-1½ 504 (600-1½) | 5580-2 564 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 97511 W33A | APP CRS 331° | Rwy ldg 8500<br>TDZE 5016<br>Apt Elev 5016 |
|---|---|---|

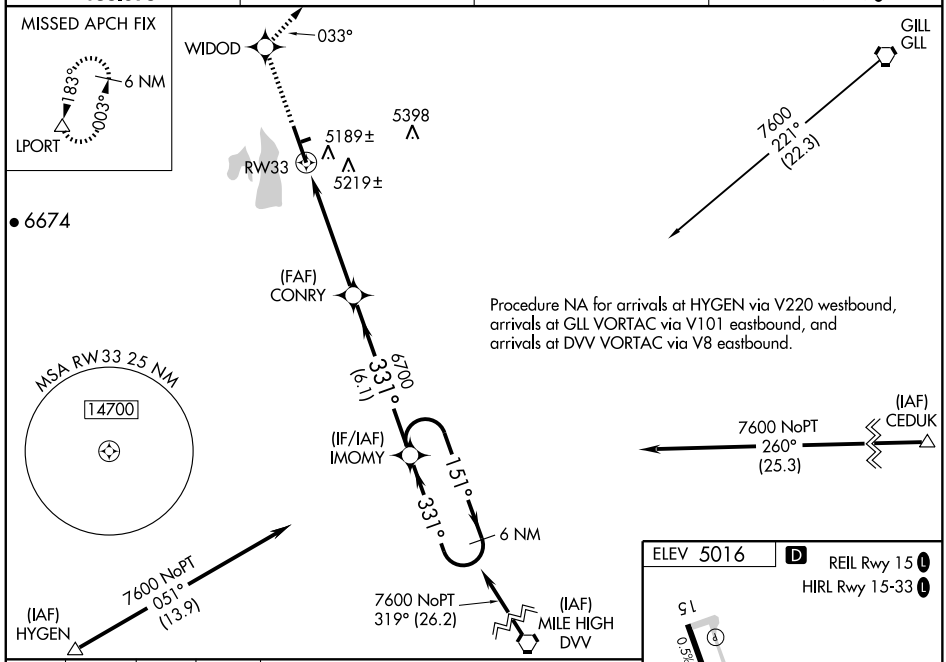
# RNAV (GPS) RWY 33
## FORT COLLINS-LOVELAND MUNI (FNL)

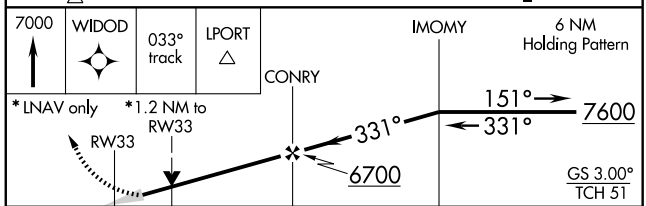
Circling to Rwy 6/24 NA at night.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F).
VDP and Baro-VNAV NA when using Denver Intl altimeter setting.
For inoperative MALSR when using Denver Intl altimeter setting, increase visibility all Cats ½ mile.
When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and MDA 160 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV and Circling Cat C/D ¼ mile.

MALSR

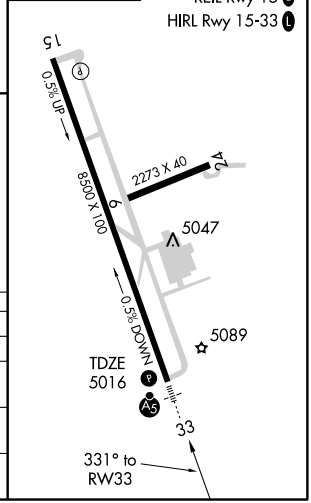
MISSED APPROACH: Climb to 7000 direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 134.85 251.125 | 120.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5216-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5489-1¼ 473 (500-1¼) | | | |
| LNAV MDA | 5440-½ 424 (500-½) | | 5440-¾ 424 (500-¾) | 5440-1 424 (500-1) |
| CIRCLING | 5500-1 484 (500-1) | | 5520-1½ 504 (600-1½) | 5580-2 564 (600-2) |

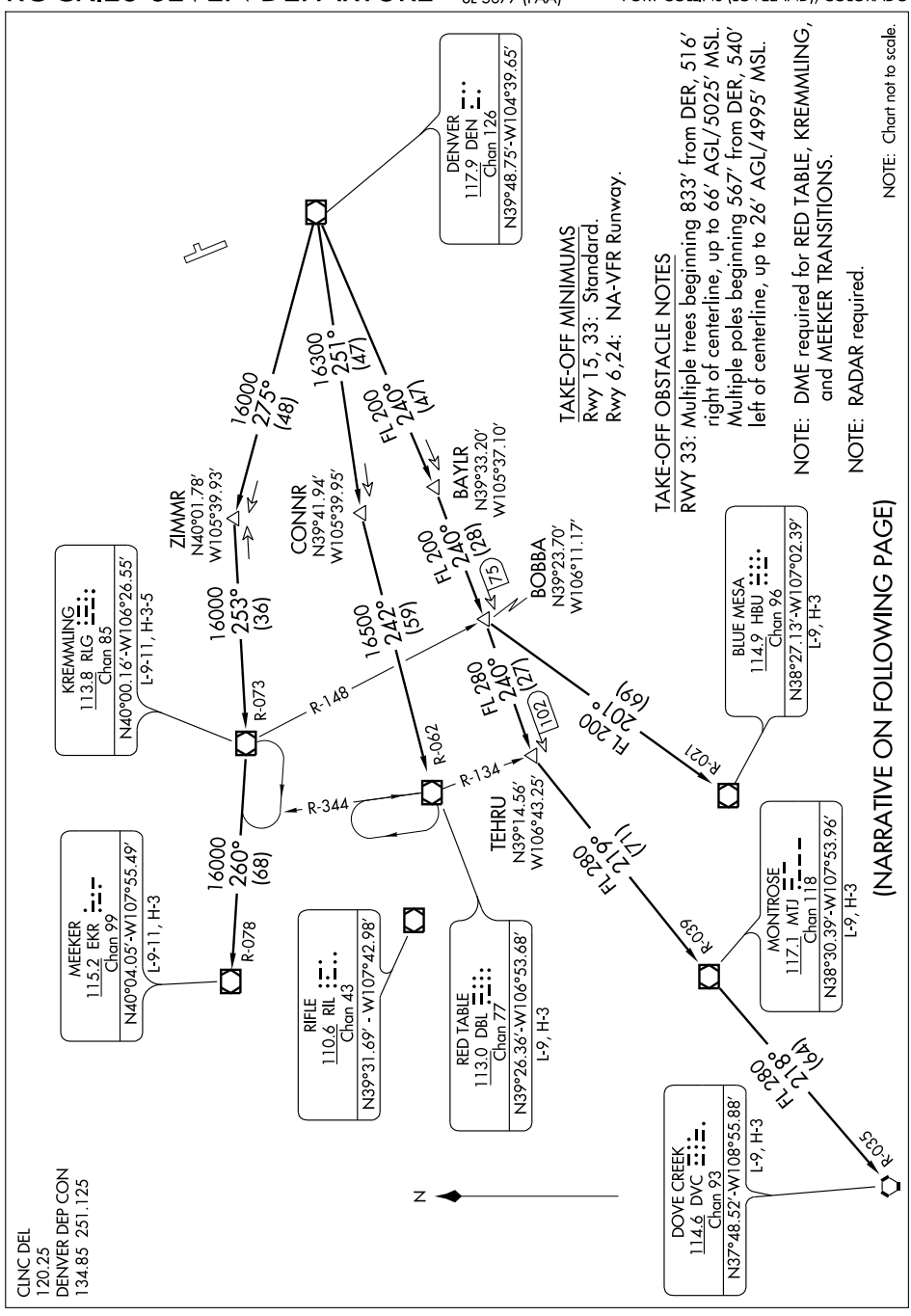



SW-1, 03 JUN 2010 to 01 JUL 2010

# ROCKIES SEVEN DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO




TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6,24: NA-VFR Runway.

TAKE-OFF OBSTACLE NOTES
RWY 33: Multiple trees beginning 833′ from DER, 516′ right of centerline, up to 66′ AGL/5025′ MSL. Multiple poles beginning 567′ from DER, 540′ left of centerline, up to 26′ AGL/4995′ MSL.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

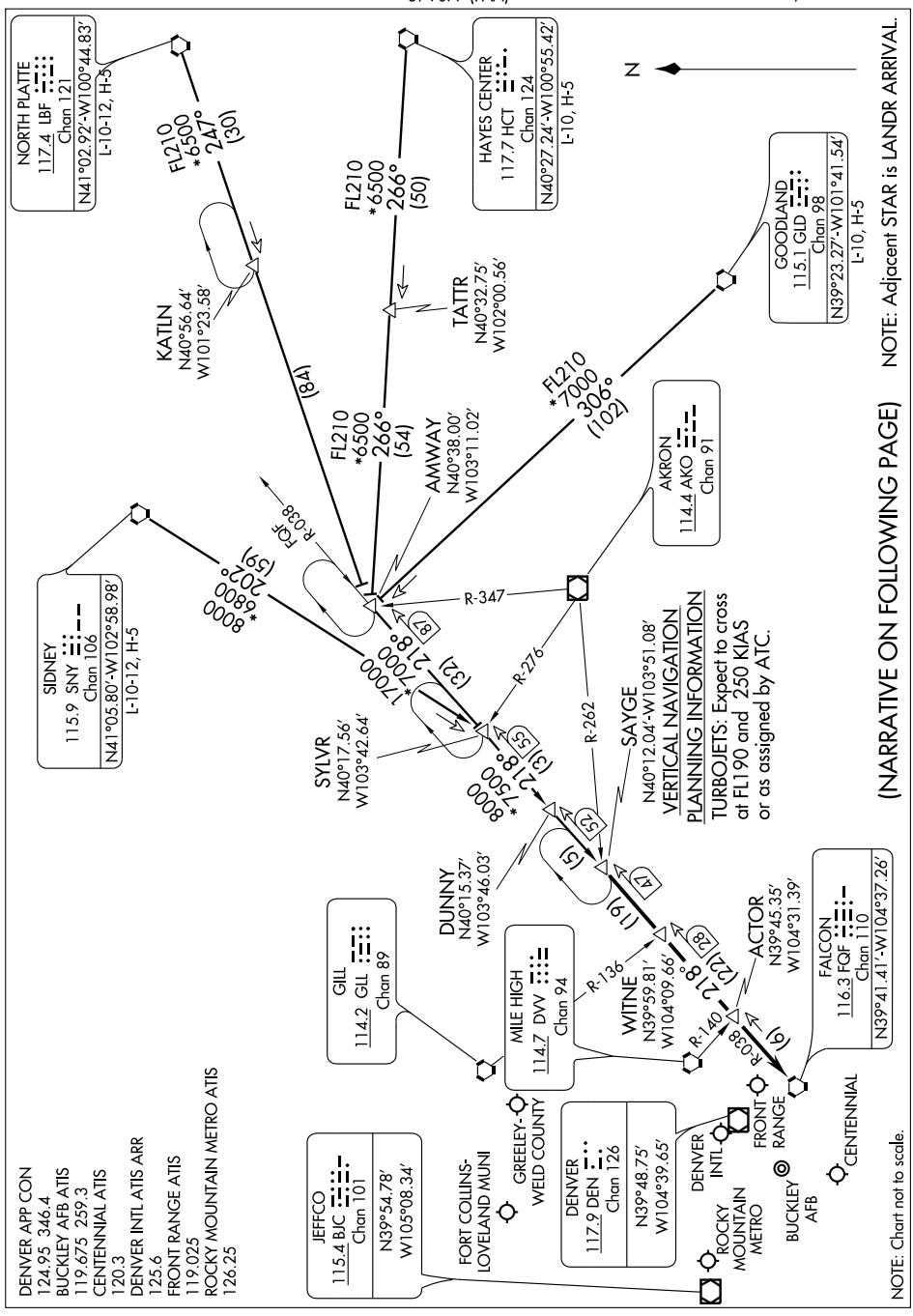
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1, 03 JUN 2010 to 01 JUL 2010

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

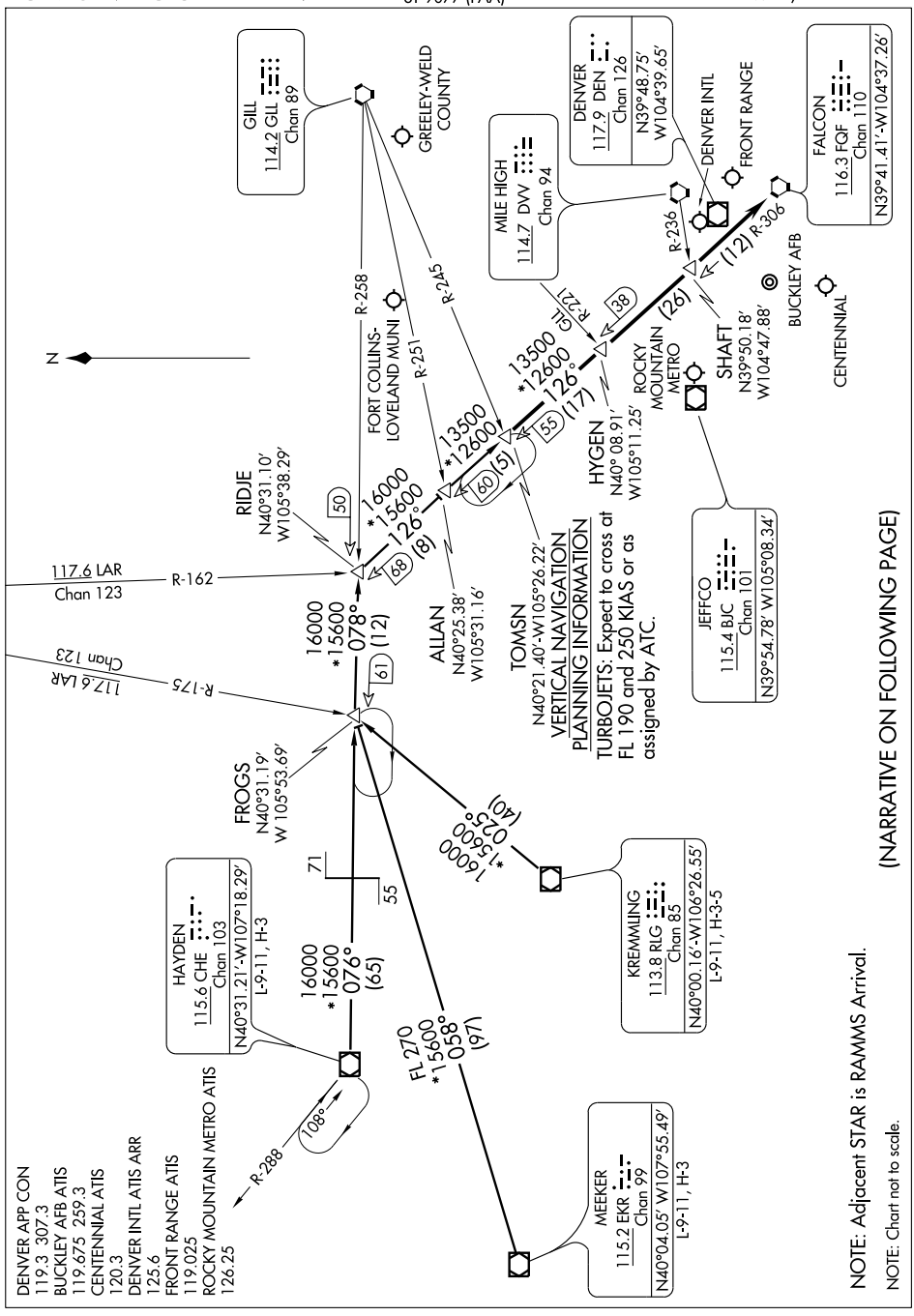
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

| VORTAC GLL 114.2 Chan 89 | APP CRS 248° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5016 |
|---|---|---|

# VOR/DME-A

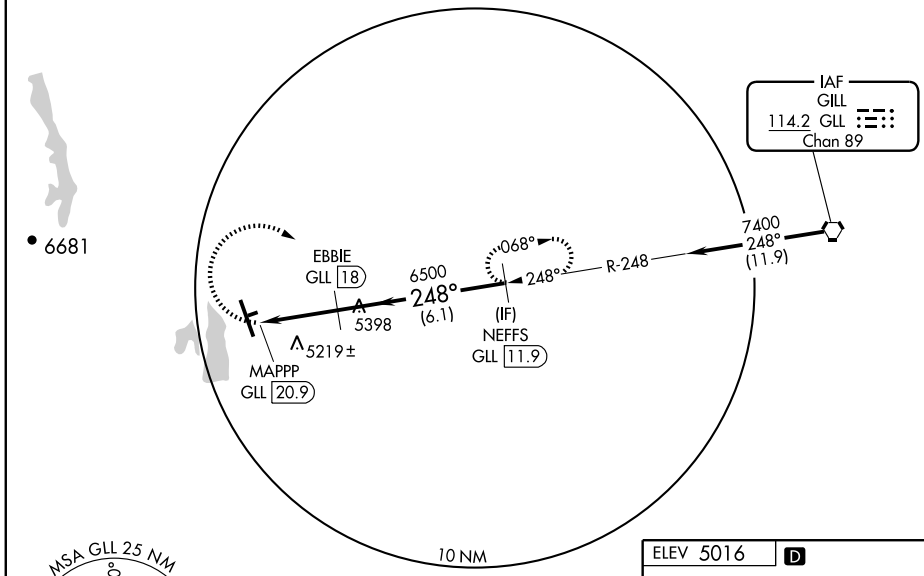
## FORT COLLINS-LOVELAND MUNI (FNL)

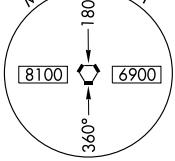
Circling to Rwy 6/24 NA at night.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ¼ mile.

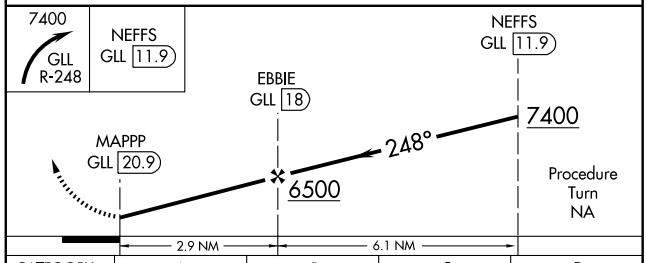
MISSED APPROACH: Climbing right turn to 7400 via GLL VORTAC R-248 to NEFFS/GLL 11.9 DME and hold.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.075 | 134.85 251.125 | 120.25 | 122.7 (CTAF) L |

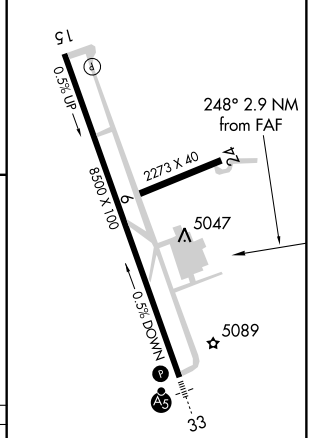
Procedure NA for arrivals on GLL VORTAC airway radials 221 CW 301.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5500-1<br>484 (500-1) | 5500-1¼<br>484 (500-1¼) | 5520-1½<br>504 (600-1½) | 5580-2<br>564 (600-2) |

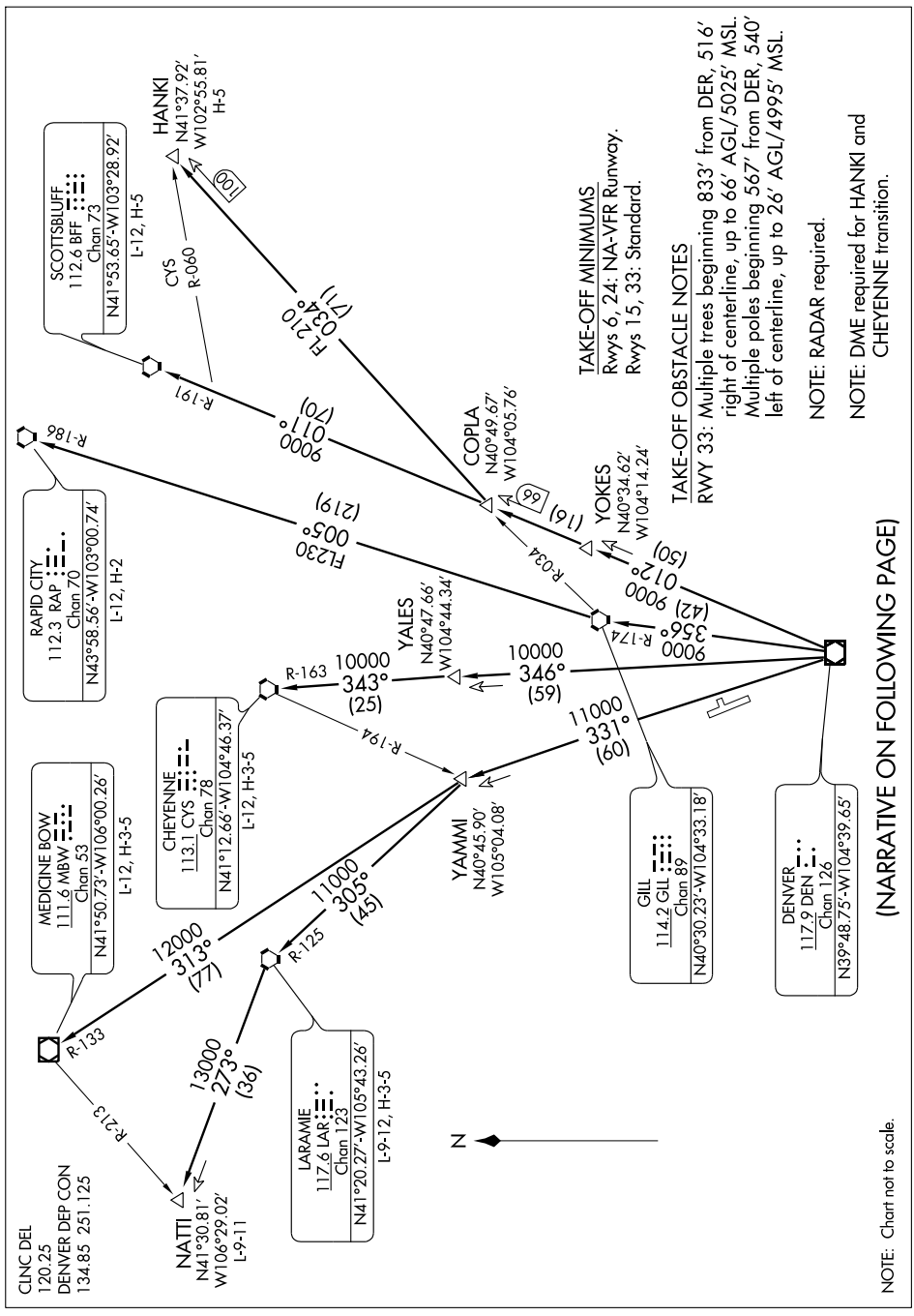



REIL Rwy 15 L
HIRL Rwy 15-33 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# YELLOWSTONE SIX DEPARTURE

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

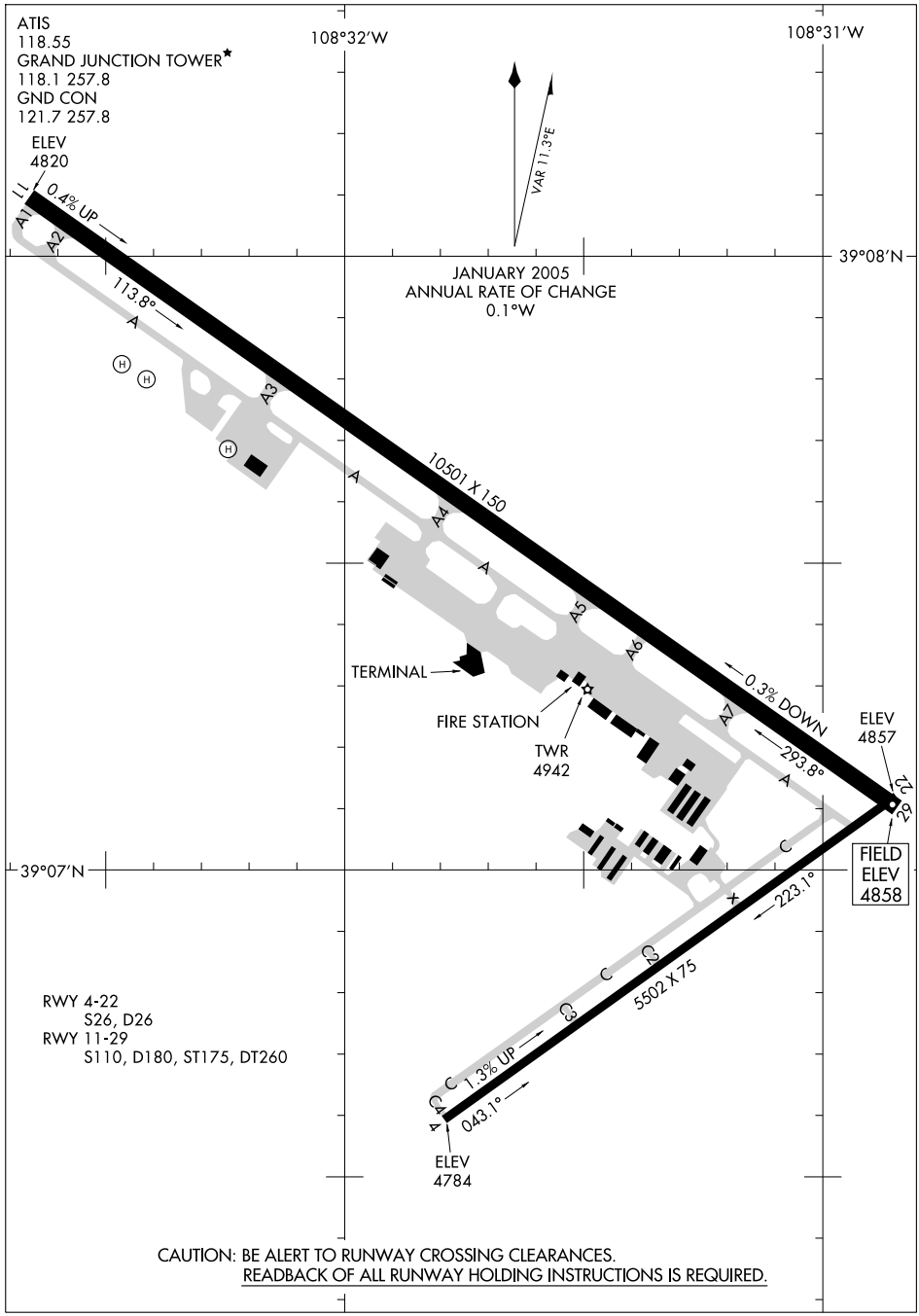
RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

# AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

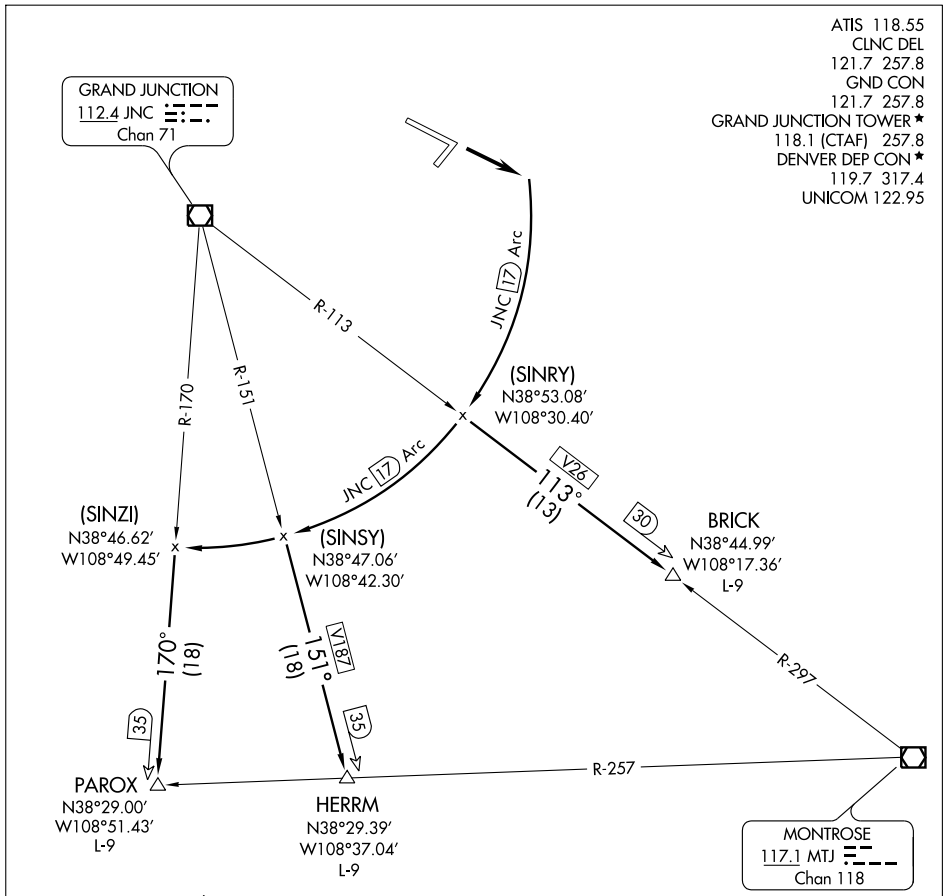
SW-1, 03 JUN 2010 to 01 JUL 2010

# GLADE PARK ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS 118.55
CLNC DEL
121.7 257.8
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 (CTAF) 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95




NOTE: DME required.

NOTE: This SID requires a minimum climb of 220′ per NM to 9000′.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to intercept JNC VOR/DME 17 DME Arc thence clockwise to assigned transition.

BRICK TRANSITION (GDPK1.BRICK): Via JNC VOR/DME 17 DME Arc to JNC R-113 thence Southeast-bound to BRICK DME fix.

HERRM TRANSITION (GDPK1.HERRM): Via JNC VOR/DME 17 DME Arc to JNC R-151 thence Southeast-bound to HERRM INT.

PAROX TRANSITION (GDPK1.PAROX): Via JNC VOR/DME 17 DME Arc to JNC R-170 thence Southeast-bound to PAROX INT.

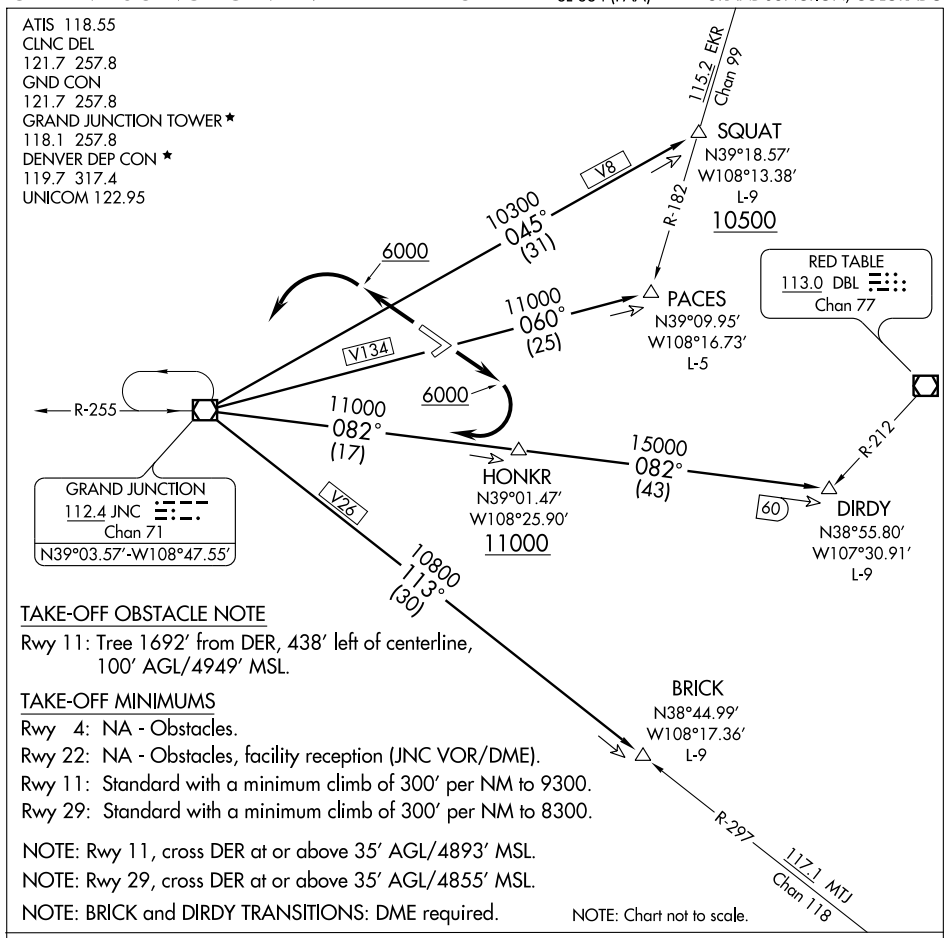
SW-1, 03 JUN 2010 to 01 JUL 2010

# GRAND JUNCTION FIVE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS 118.55
CLNC DEL
121.7 257.8
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95




NOTE: Chart not to scale.

## TAKE-OFF OBSTACLE NOTE

Rwy 11: Tree 1692′ from DER, 438′ left of centerline, 100′ AGL/4949′ MSL.

## TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with a minimum climb of 300′ per NM to 9300.
Rwy 29: Standard with a minimum climb of 300′ per NM to 8300.

NOTE: Rwy 11, cross DER at or above 35′ AGL/4893′ MSL.
NOTE: Rwy 29, cross DER at or above 35′ AGL/4855′ MSL.
NOTE: BRICK and DIRDY TRANSITIONS: DME required.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to 6000, then climbing right turn direct JNC VOR/DME; then via transition/route.

TAKE-OFF RUNWAY 29: Climb runway heading to 6000, then climbing left turn direct JNC VOR/DME; then via transition/route.

BRICK TRANSITION (JNC5.BRICK): From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC5.DIRDY): From over JNC VOR/DME via JNC R-082 to HONKR/JNC 17 DME then via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC5.PACES): From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

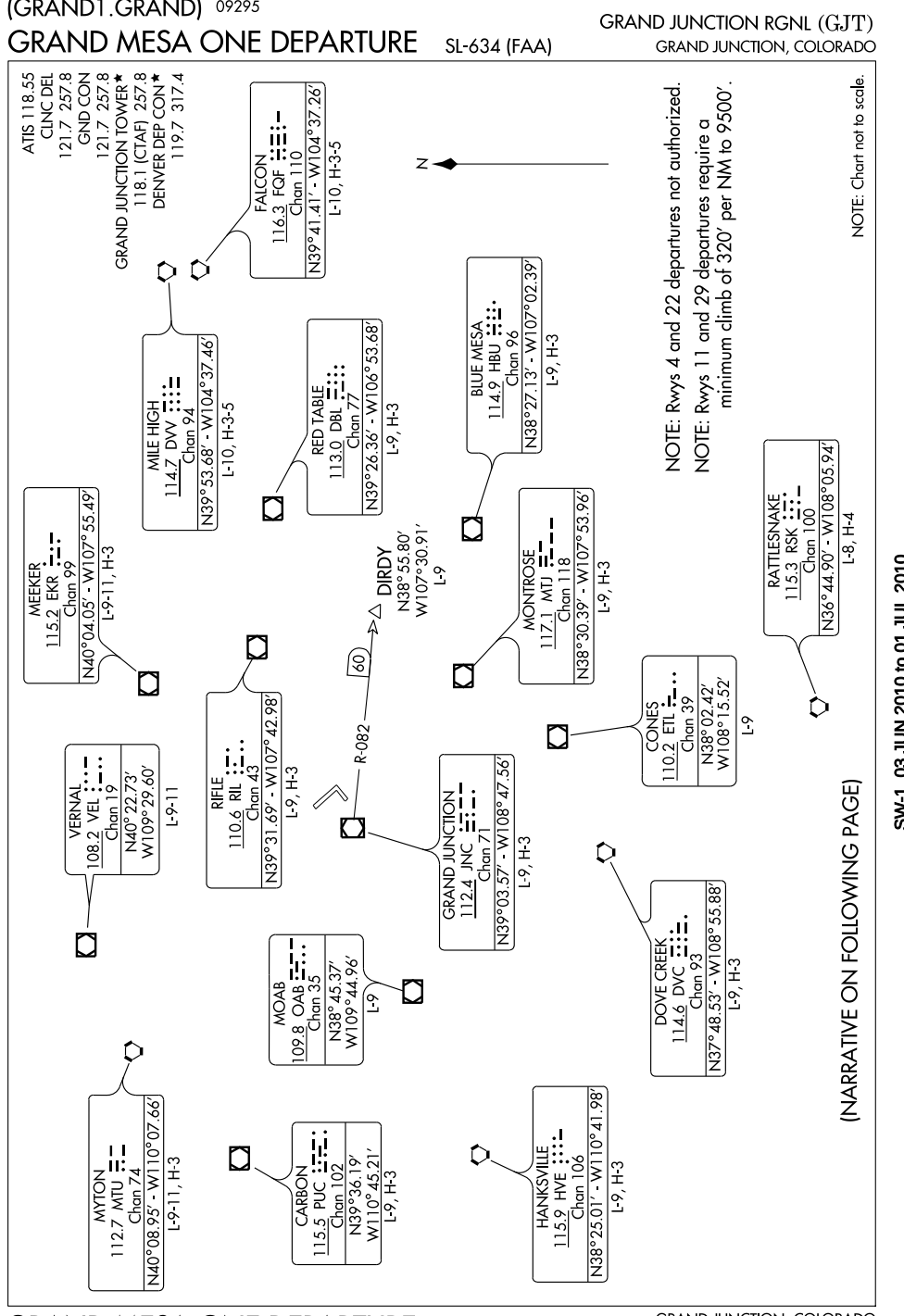
SQUAT TRANSITION (JNC5.SQUAT): From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

SW-1, 03 JUN 2010 to 01 JUL 2010

# GRAND MESA ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO




(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000′ then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern (hold SW, left turns, 075° inbound) to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500′; R-131 clockwise R-220 10500′.

| LOC/DME I-GJT 110.3 Chan 40 | APP CRS 112° | Rwy ldg 10501 TDZE 4833 Apt Elev 4858 |
|---|---|---|

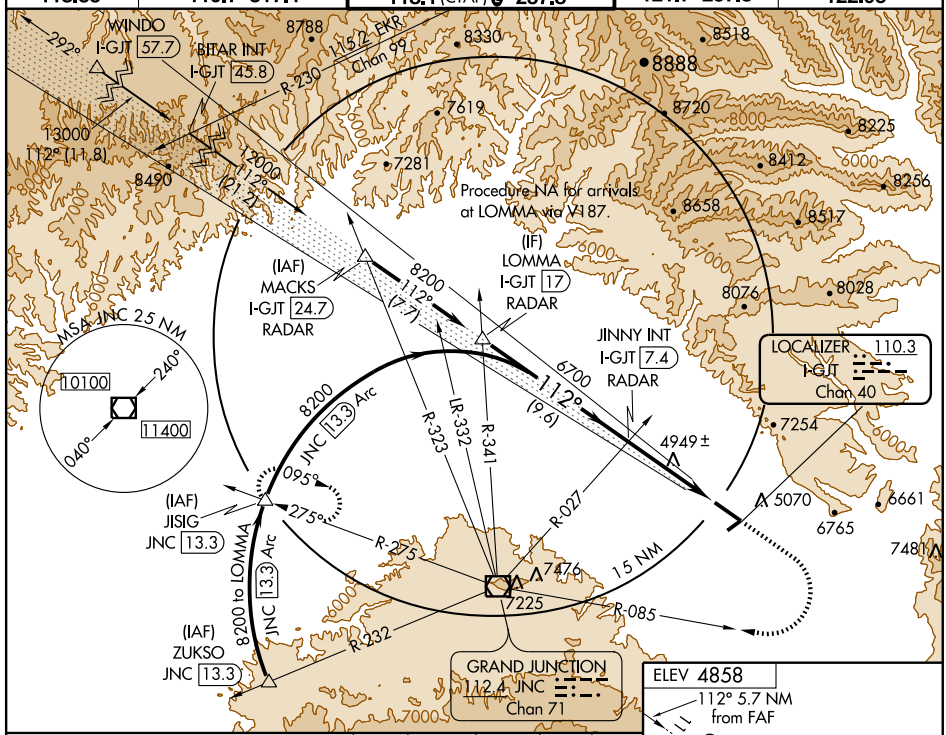
# ILS or LOC RWY 11
## GRAND JUNCTION RGNL (GJT)

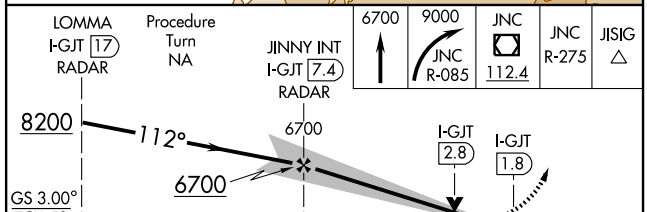
DME required.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA with Rifle altimeter setting.
When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2¼ and Cat D to 3.

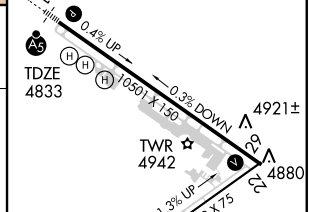
MALSR

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) 257.8 | 121.7 257.8 | 122.95 |




HIRL Rwy 11-29
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | *5033/24 200 (200-½) | | | |
| S-LOC 11 | 5200/24 367 (400-½) | | | 5200/40 367 (400-¾) |
| CIRCLING | 5360-1 502 (600-1) | 5380-1 522 (600-1) | 5440-1½ 582 (600-1½) | 5540-2¼ 682 (700-2¼) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5.42 | 3:48 | 2:51 | 2:17 | 1:54 |

SW-1, 03 JUN 2010 to 01 JUL 2010

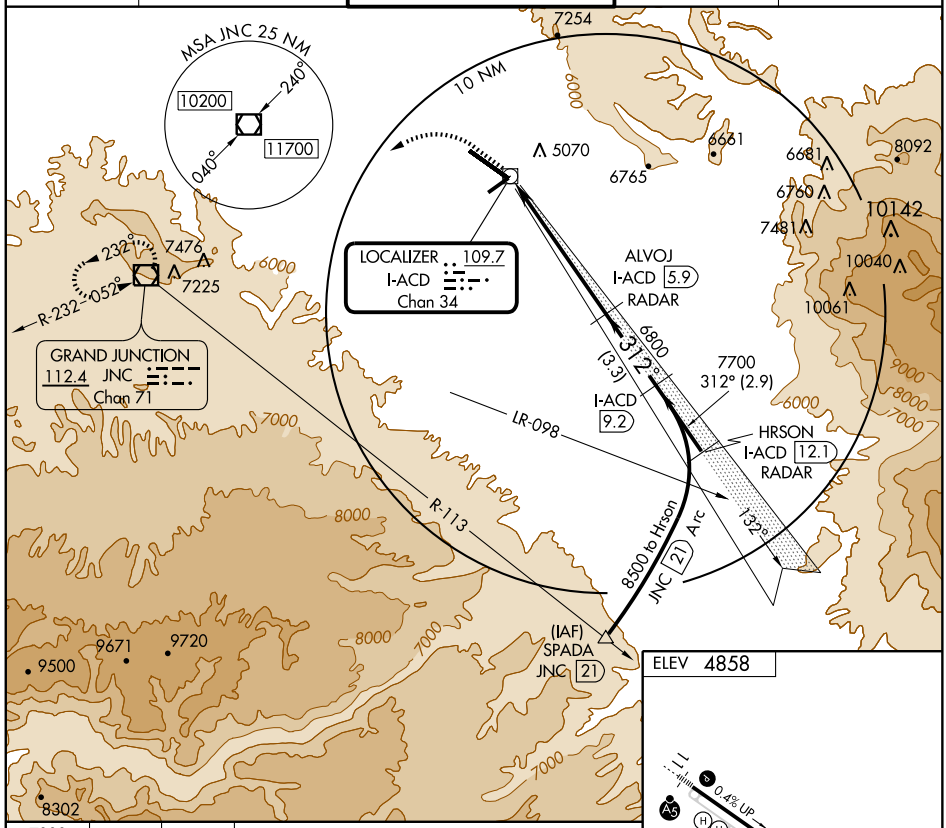
| LOC/DME I-ACD | APP CRS | Rwy ldg | 10501 |
|---|---|---|---|
| 109.7 | 312° | TDZE | 4858 |
| Chan 34 | | Apt Elev | 4858 |

# LDA/DME RWY 29
## GRAND JUNCTION RGNL (GJT)

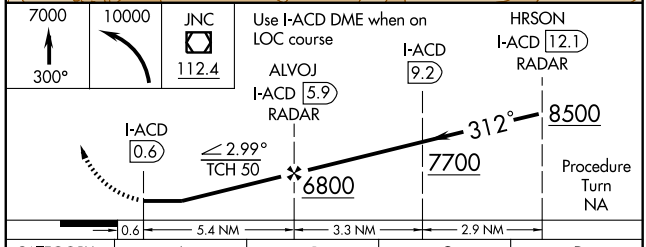
Auto-coupled approach not authorized inside 2.0 DME.

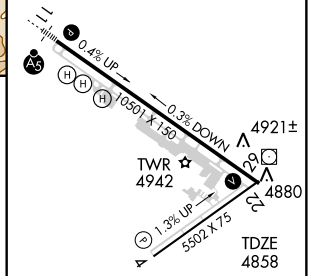
MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.

| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




ELEV 4858




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 5400-1 542 (600-1) | | 5400-1½ 542 (600-1½) | 5400-1¾ 542 (600-1¾) |
| CIRCLING | 5400-1 542 (600-1) | | 5440-1½ 582 (600-1½) | 5540-2¼ 682 (700-2¼) |

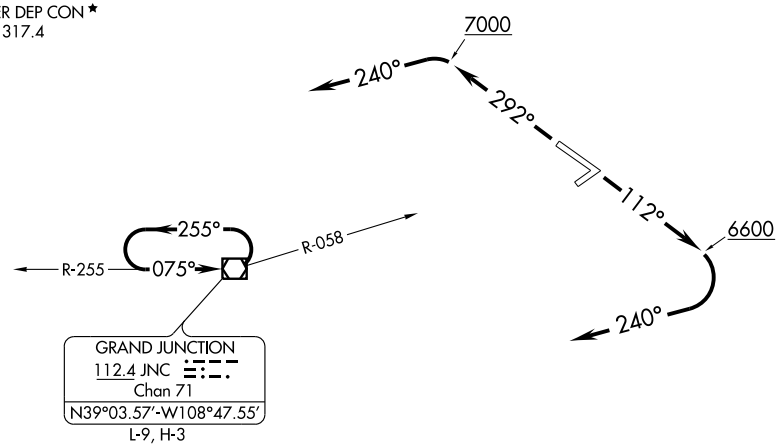
HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 03 JUN 2010 to 01 JUL 2010

# MONUMENT ONE DEPARTURE (OBSTACLE)



ATIS 118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4




TAKE-OFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252′ from DER, 266′ left of centerline, up to 20′ AGL/4880′ MSL.
Tree 3238′ from DER, 1351′ left of centerline, 100′ AGL/5019′ MSL.

TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with a minimum climb of 390′ per NM to 5100, or 3000-3 for climb in visual conditions.
Rwy 29: Standard with a minimum climb of 220′ per NM to 7000, or 3000-3 for climb in visual conditions.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . . .

TAKE-OFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VOR/DME. Thence . . . .

. . . . Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1, 03 JUN 2010 to 01 JUL 2010

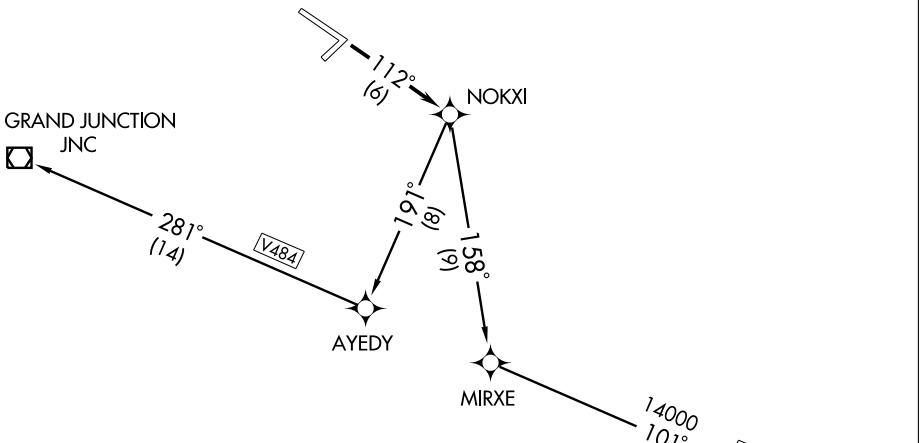
(NOKXI1.NOKXI) 10042

# NOKXI ONE DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

GRAND JUNCTION TOWER★
118.1 257.8
DENVER DEP CON★
119.7 317.4




NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS:
Rwy 4, 22, 29: NA.
Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250′ per NM from take-off to 8000′. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280′ per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200 KIAS until AYEDY WP, cross JNC VOR/DME at MEA/MCA for direction of flight.

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

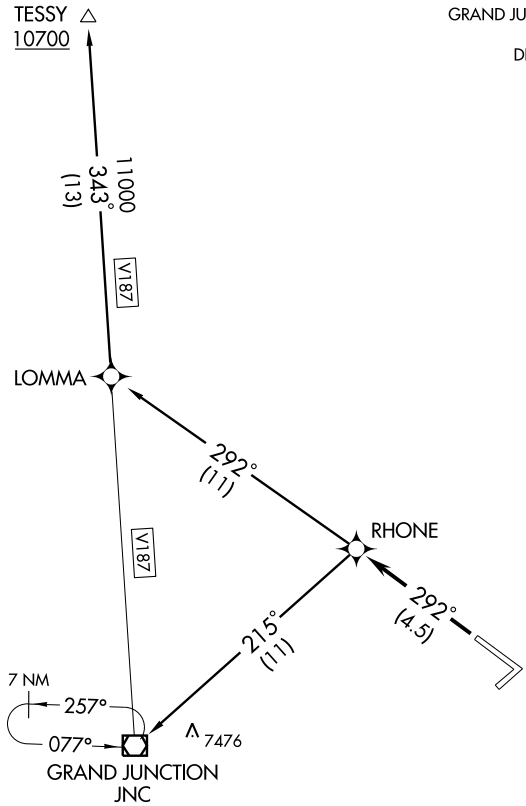
SW-1, 03 JUN 2010 to 01 JUL 2010

# RHONE TWO DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS 118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95




TAKE-OFF MINIMUMS

Rwy 4, 11, 22: NA.

Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280′ per NM from take-off to 8000′

TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220′ per NM from LOMMA WP to TESSY INT or 210′ per NM from take-off to 10700′.

NOTE: 1. GPS Required.
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via 292° course to RHONE WP.

GRAND JUNCTION TRANSITION (RHONE2.JNC)

TESSY TRANSITION (RHONE2.TESSY)

| WAAS CH 97514 W11A | APP CRS 112° | Rwy ldg 10501<br>TDZE 4833<br>Apt Elev 4858 |
|---|---|---|

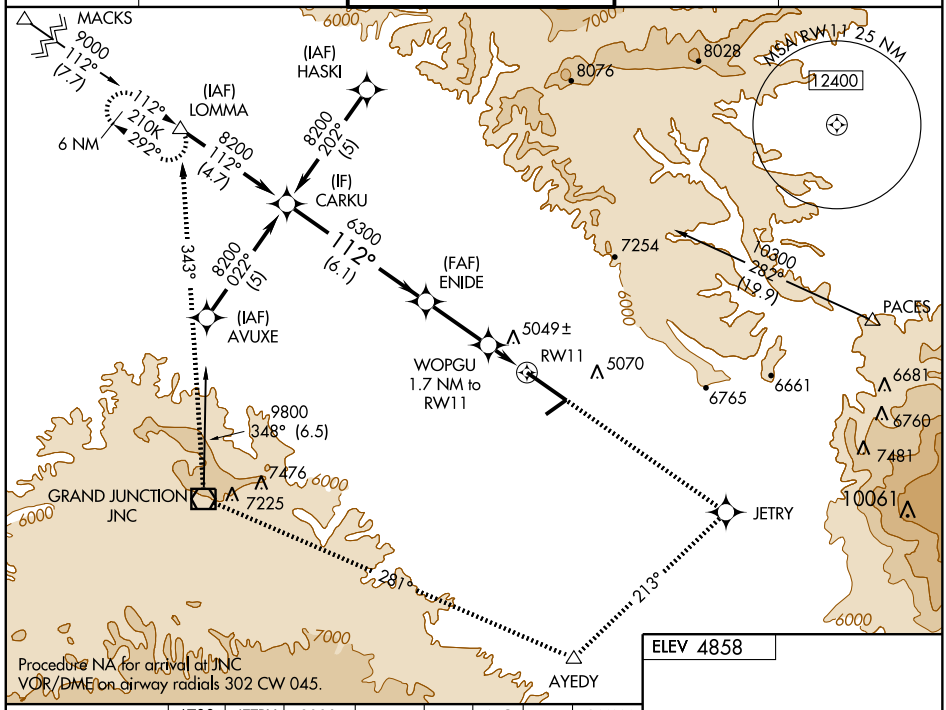
# RNAV (GPS) RWY 11
## GRAND JUNCTION RGNL (GJT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 via track 213° to AYEDY and via track 281° to JNC VOR/DME and via track 343° to LOMMA and hold.

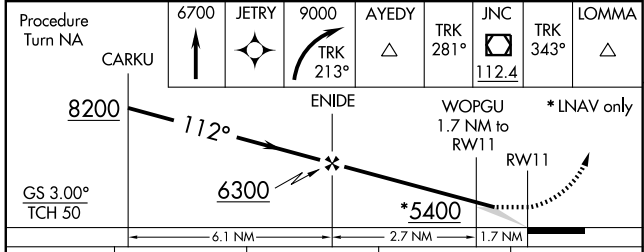
| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




Procedure NA for arrival at JNC VOR/DME on airway radials 302 CW 045.

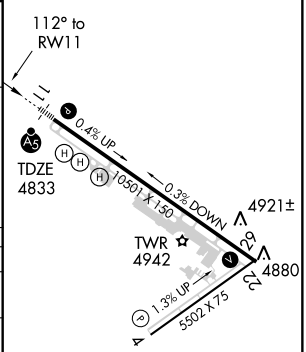
Procedure Turn NA

| 6700 | JETRY | 9000 | AYEDY | TRK 281° | JNC 112.4 | TRK 343° | LOMMA |
|---|---|---|---|---|---|---|---|
| | | TRK 213° | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5033/24 200 (200-½) | | | |
| LNAV/VNAV DA | 5492-1¾ 659 (700-1¾) | | | |
| LNAV MDA | 5300/24 467 (500-½) | | 5300/40 467 (500-¾) | 5300/50 467 (500-1) |
| CIRCLING | 5360-1 502 (600-1) | 5380-1 522 (600-1) | 5440-1½ 582 (600-1½) | 5540-2¼ 682 (700-2¼) |

ELEV 4858




HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 03 JUN 2010 to 01 JUL 2010

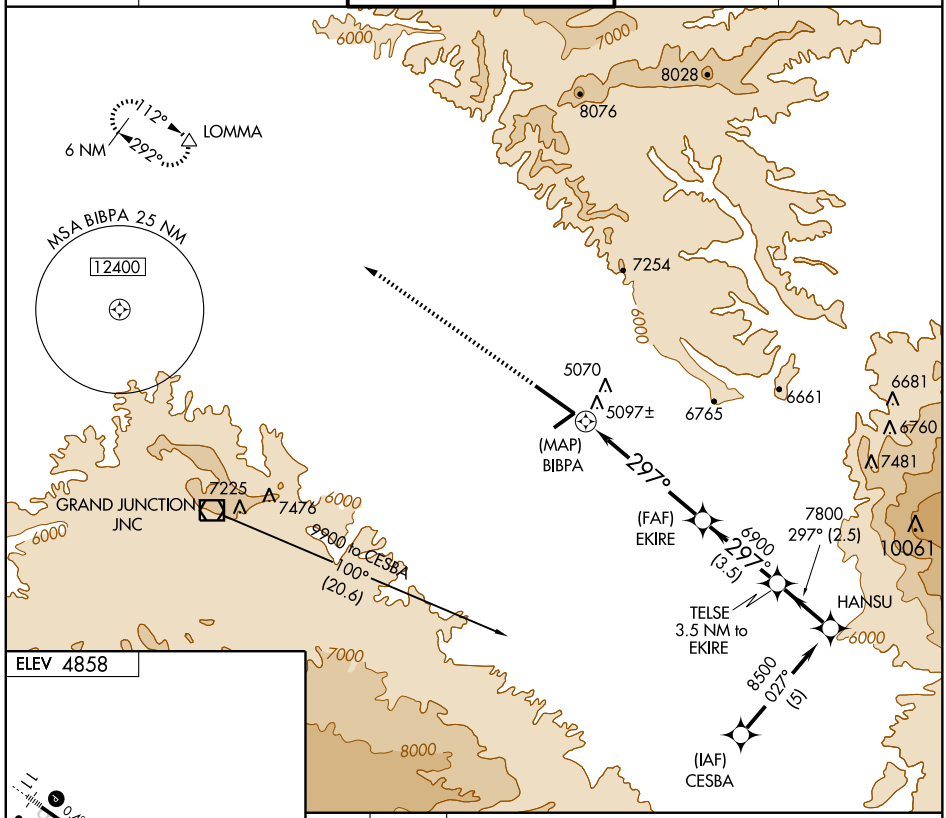
| APP CRS | Rwy ldg | 10501 |
|---|---|---|
| 297° | TDZE | 4858 |
| | Apt Elev | 4858 |

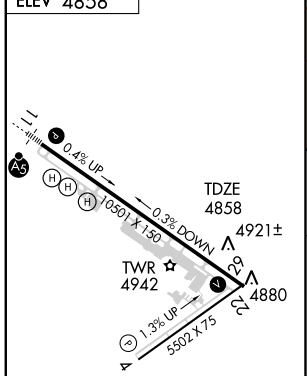
# RNAV (GPS) RWY 29
## GRAND JUNCTION RGNL (GJT)

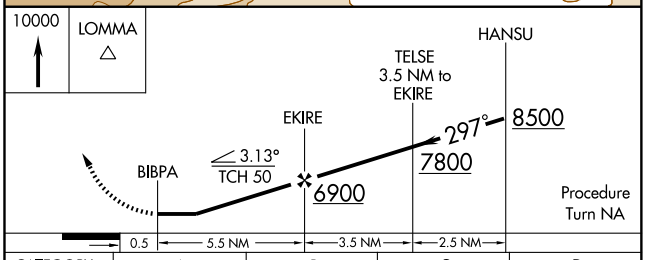
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5340-1 482 (500-1) | | 5340-1¼ 482 (500-1¼) | 5340-1½ 482 (500-1½) |
| CIRCLING | 5400-1 542 (600-1) | | 5540-2 682 (700-2) | 5640-2½ 782 (800-2½) |

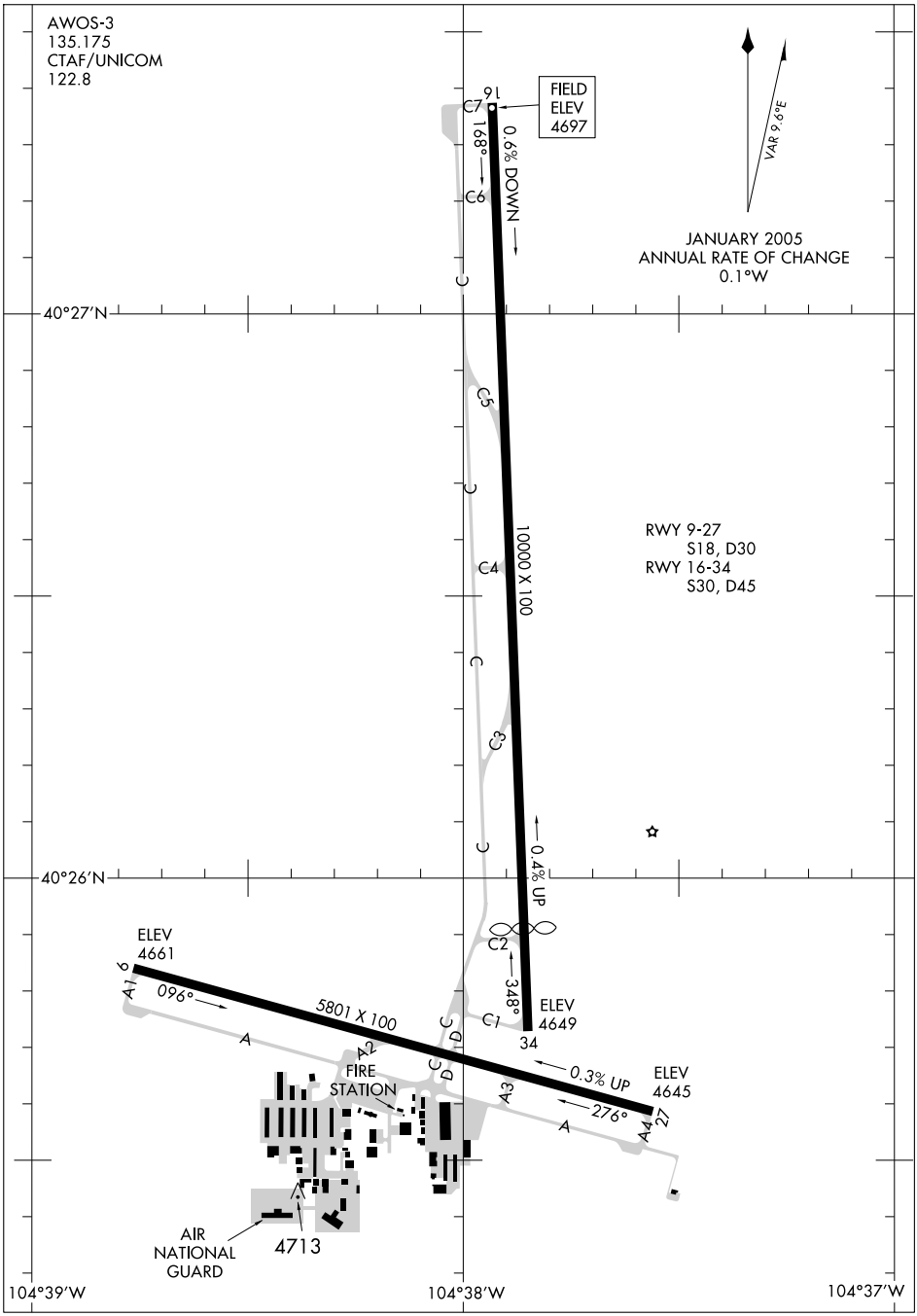
HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

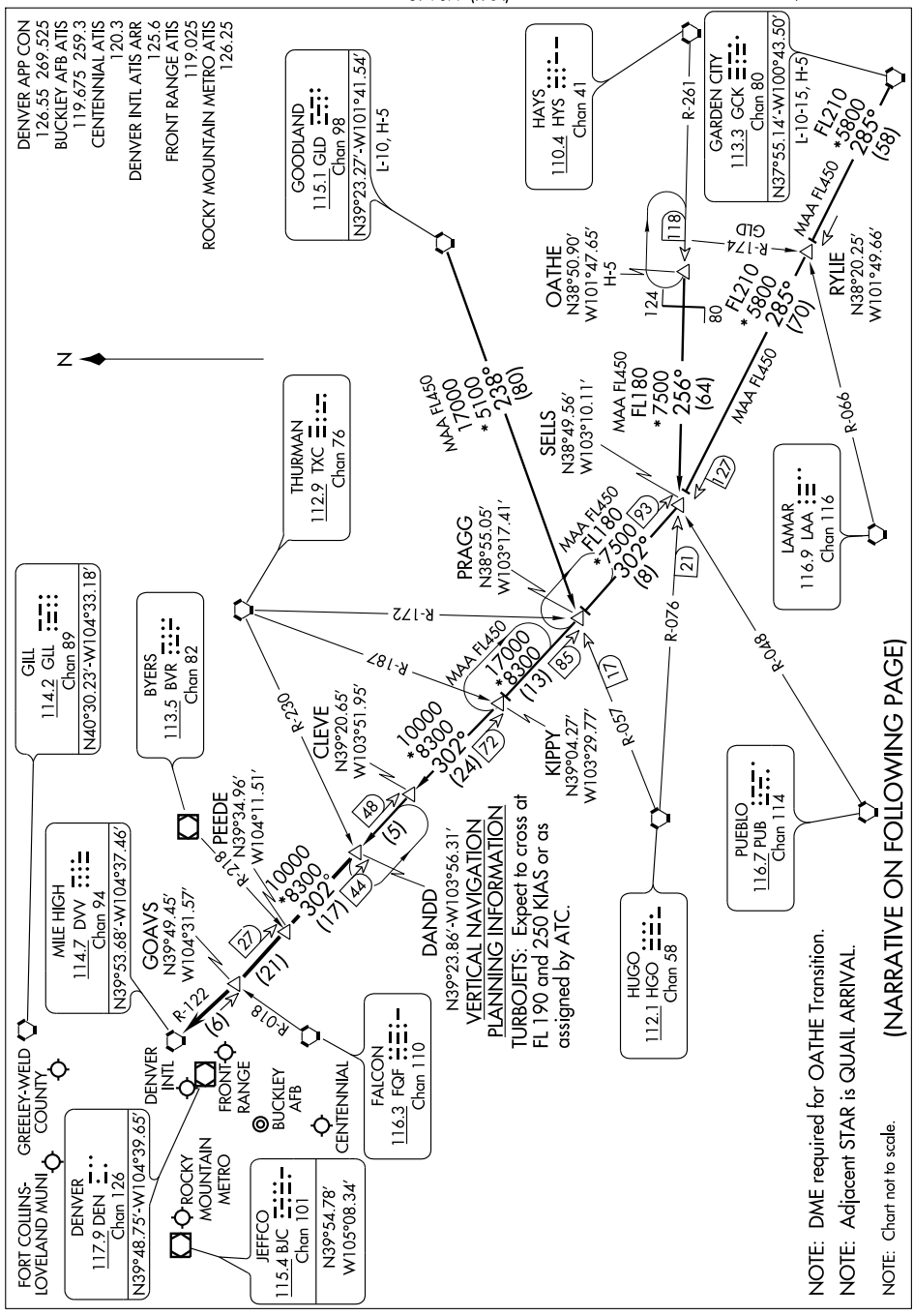



SW-1, 03 JUN 2010 to 01 JUL 2010

# DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# DANDD FIVE ARRIVAL



## ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

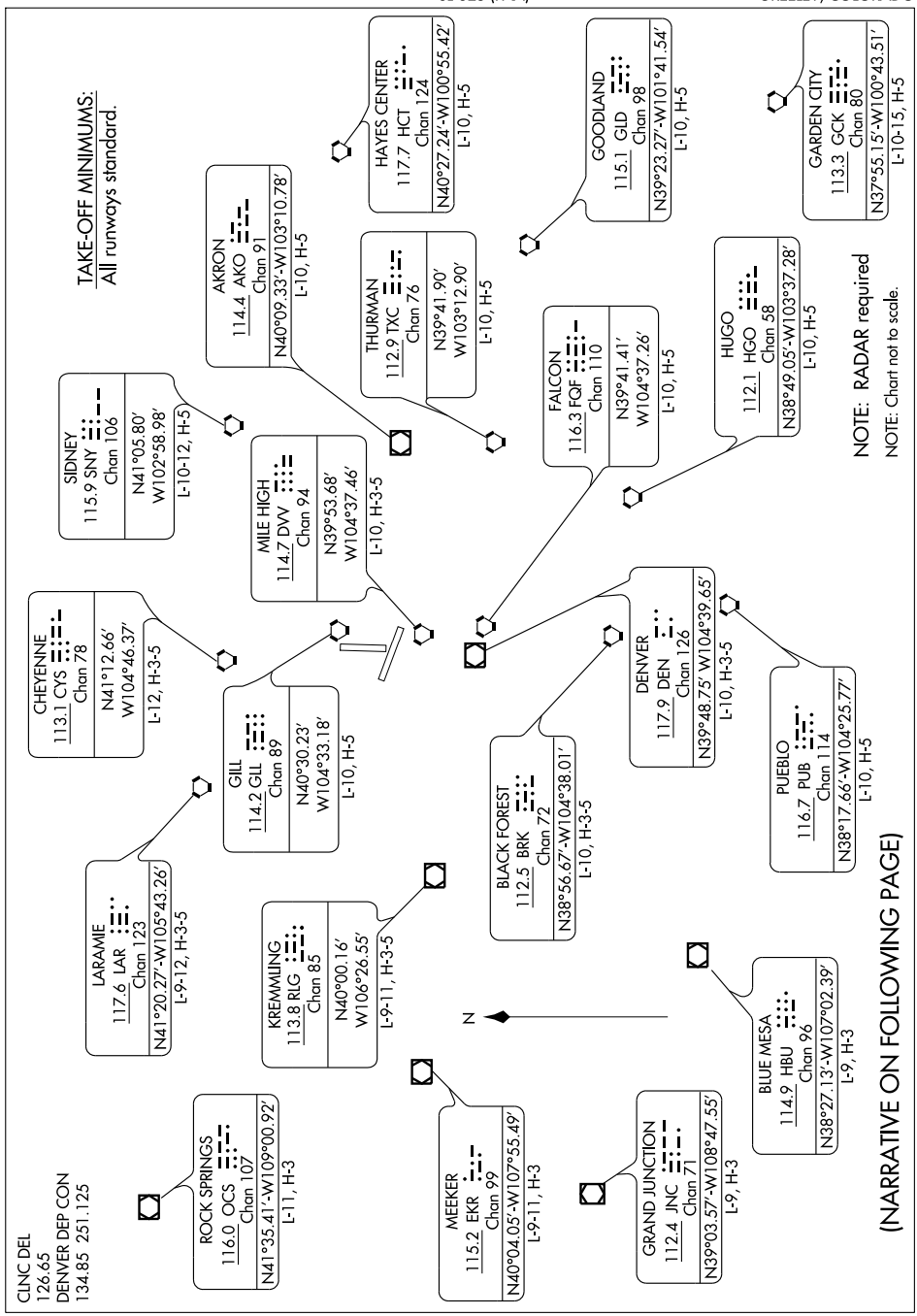
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 03 JUN 2010 to 01 JUL 2010

# DENVER FIVE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO




SW-1. 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

| LOC/DME I-DCI 110.3 Chan 40 | APP CRS 347° | Rwy ldg 8900<br>TDZE 4665<br>Apt Elev 4697 |
|---|---|---|

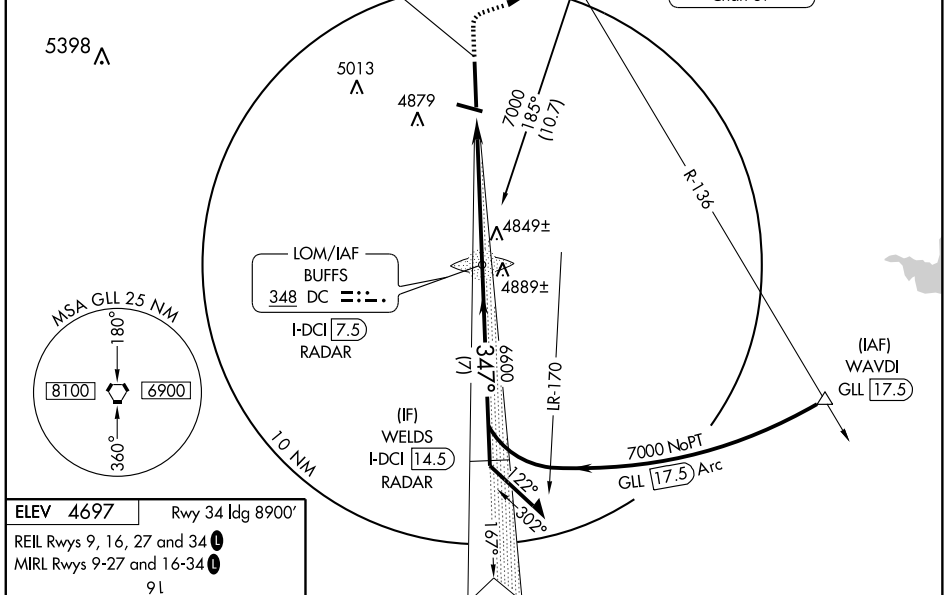
# ILS or LOC RWY 34

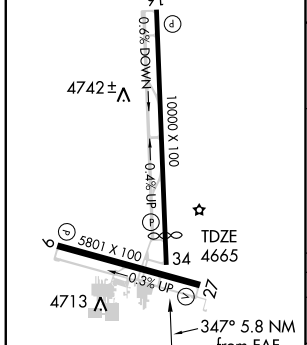
## GREELEY-WELD COUNTY (GXY)

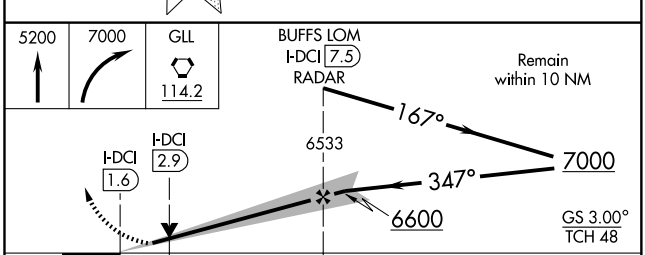
Use I-DCI DME when on localizer course.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibility ¼ mile; increase all MDA 100 feet and Cat C/D visibility ¼ mile.
VDP NA when using Fort Collins-Loveland Muni altimeter setting.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 4865-¾ 200 (200-¾) | | | |
| S-LOC 34 | 5100-1 435 (500-1) | | 5100-1¼ 435 (500-1¼) | 5100-1½ 435 (500-1½) |
| CIRCLING | 5120-1 423 (500-1) | 5160-1 463 (500-1) | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

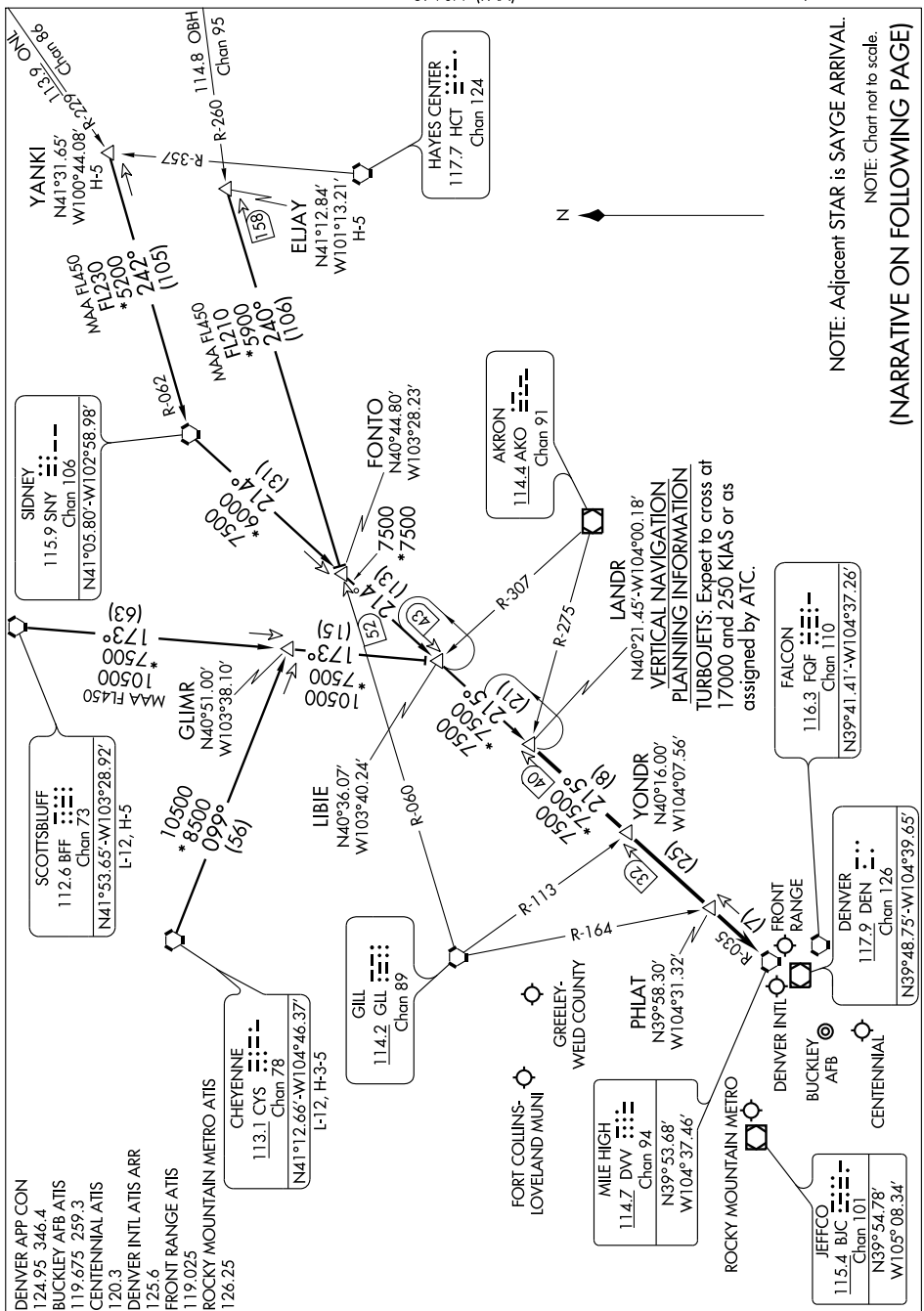
| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

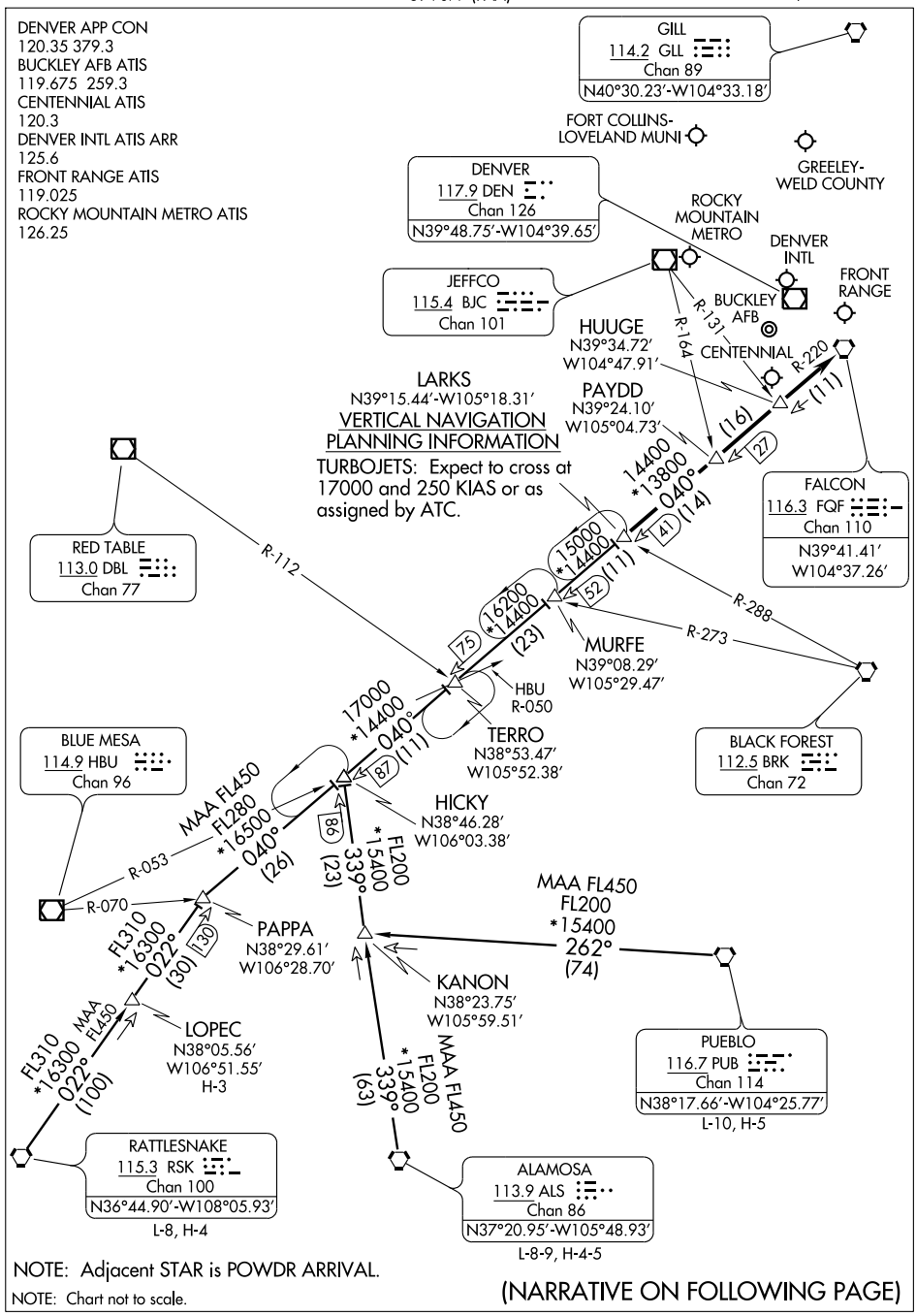
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

# LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# LARKS SIX ARRIVAL



## ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

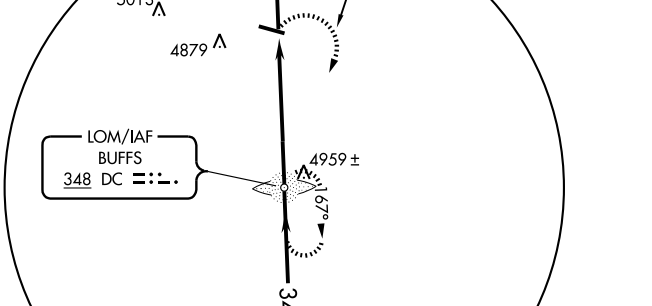
| LOM DC | APP CRS | Rwy ldg | 8900 |
|---|---|---|---|
| 348 | 347° | TDZE | 4665 |
| | | Apt Elev | 4697 |

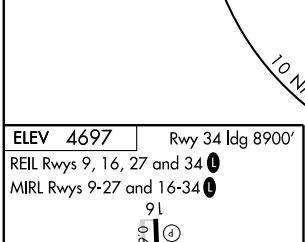
# NDB RWY 34

## GREELEY-WELD COUNTY (GXY)

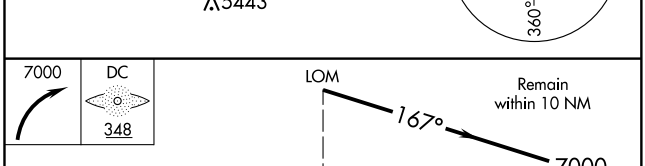
MISSED APPROACH: Climbing right turn to 7000 direct BUFFS LOM and hold, continue climb-in-hold to 7000.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 5180-1 515 (500-1) | | 5180-1½ 515 (500-1½) | 5180-1¾ 515 (500-1¾) |
| CIRCLING | 5180-1 483 (500-1) | | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

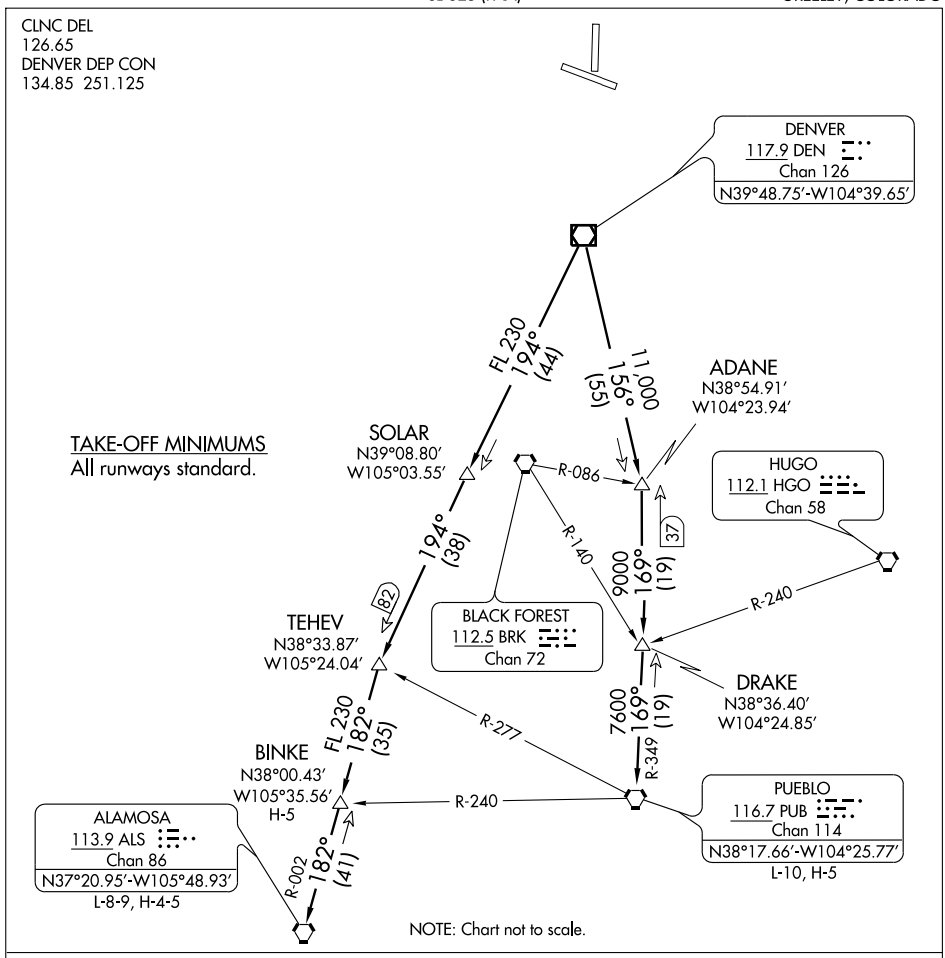
SW-1, 03 JUN 2010 to 01 JUL 2010

# PIKES FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125




TAKE-OFF MINIMUMS
All runways standard.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

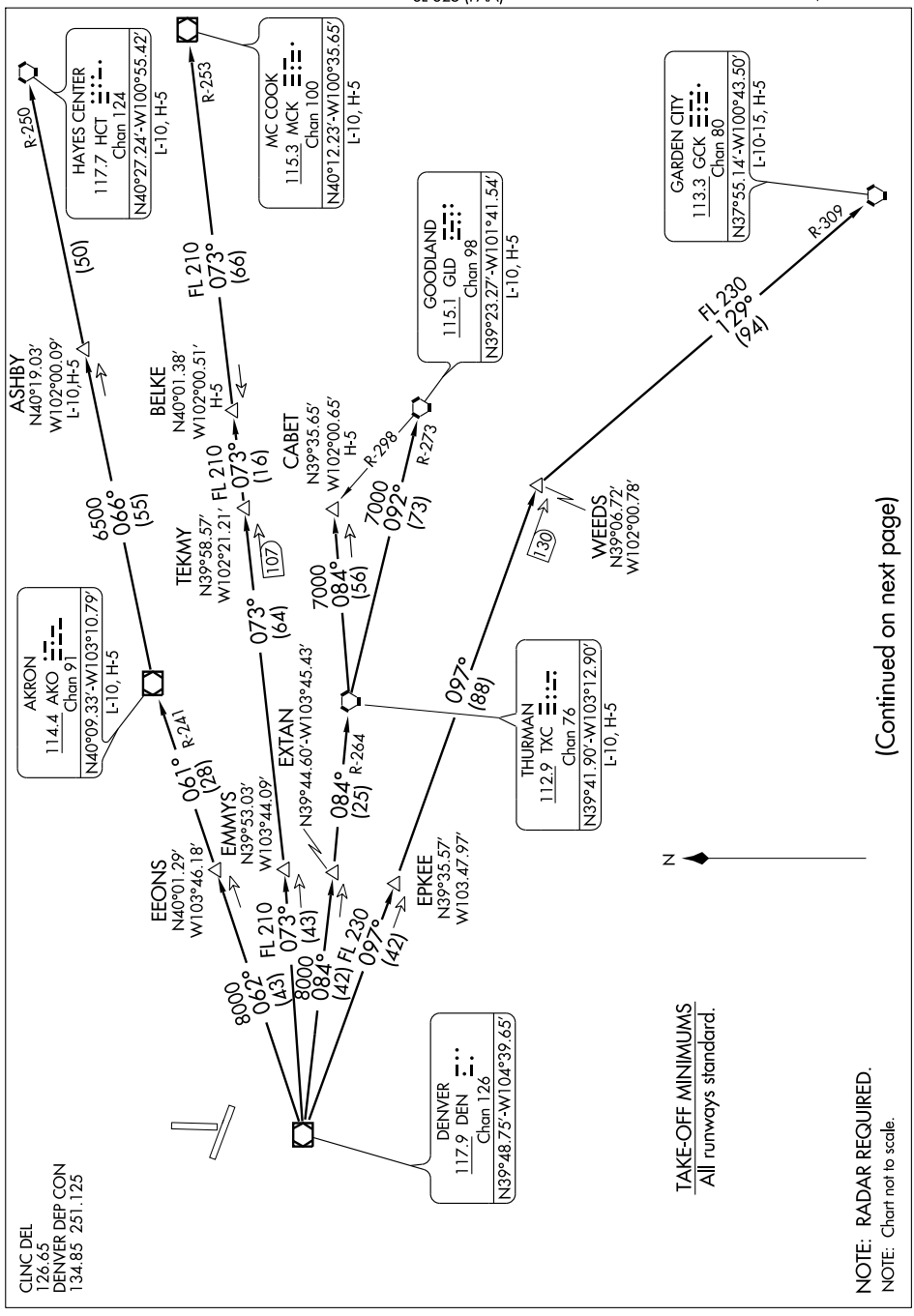
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# PLAINS FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO




(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

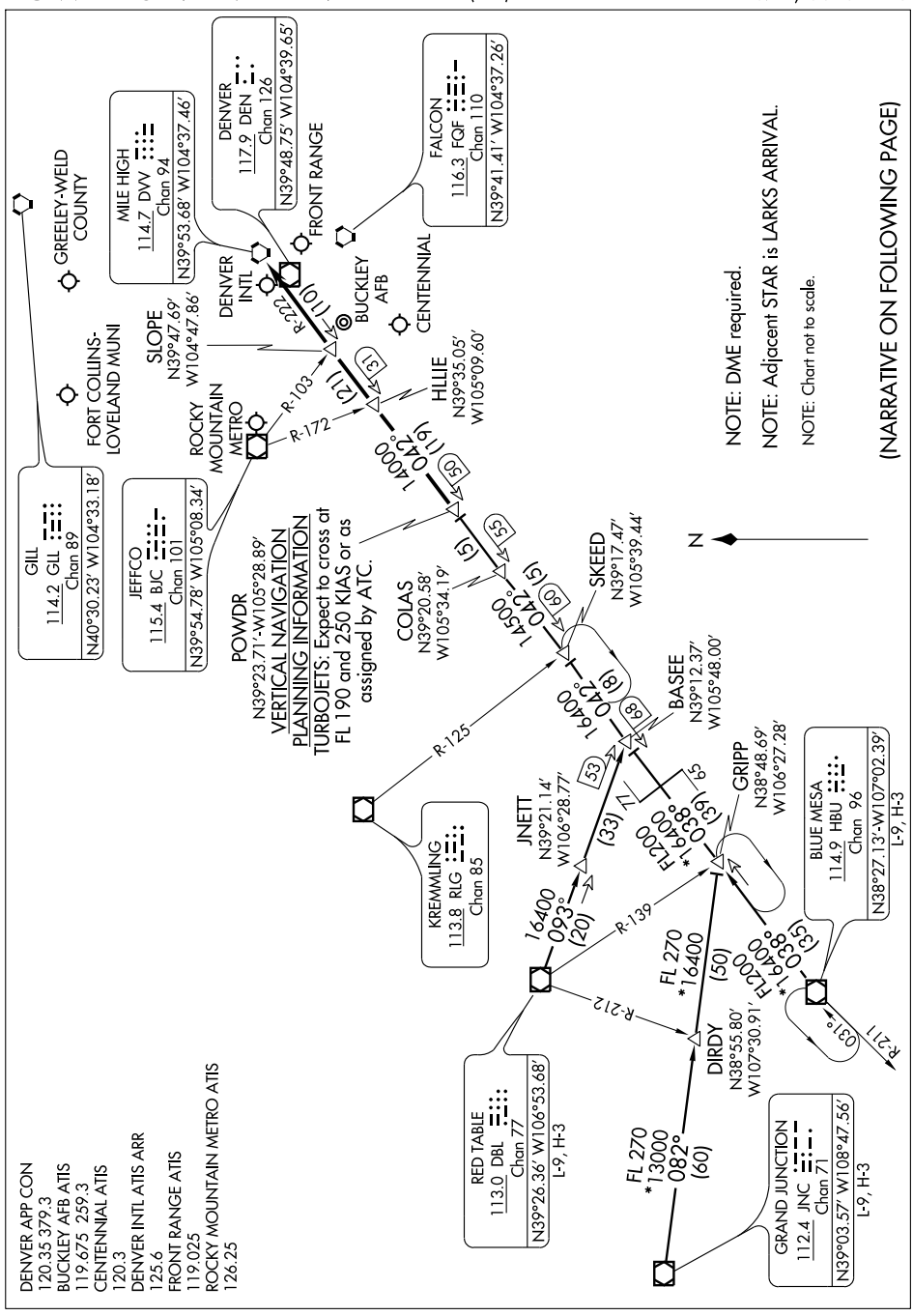
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 03 JUN 2010 to 01 JUL 2010

# POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# POWDR SEVEN ARRIVAL



## ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

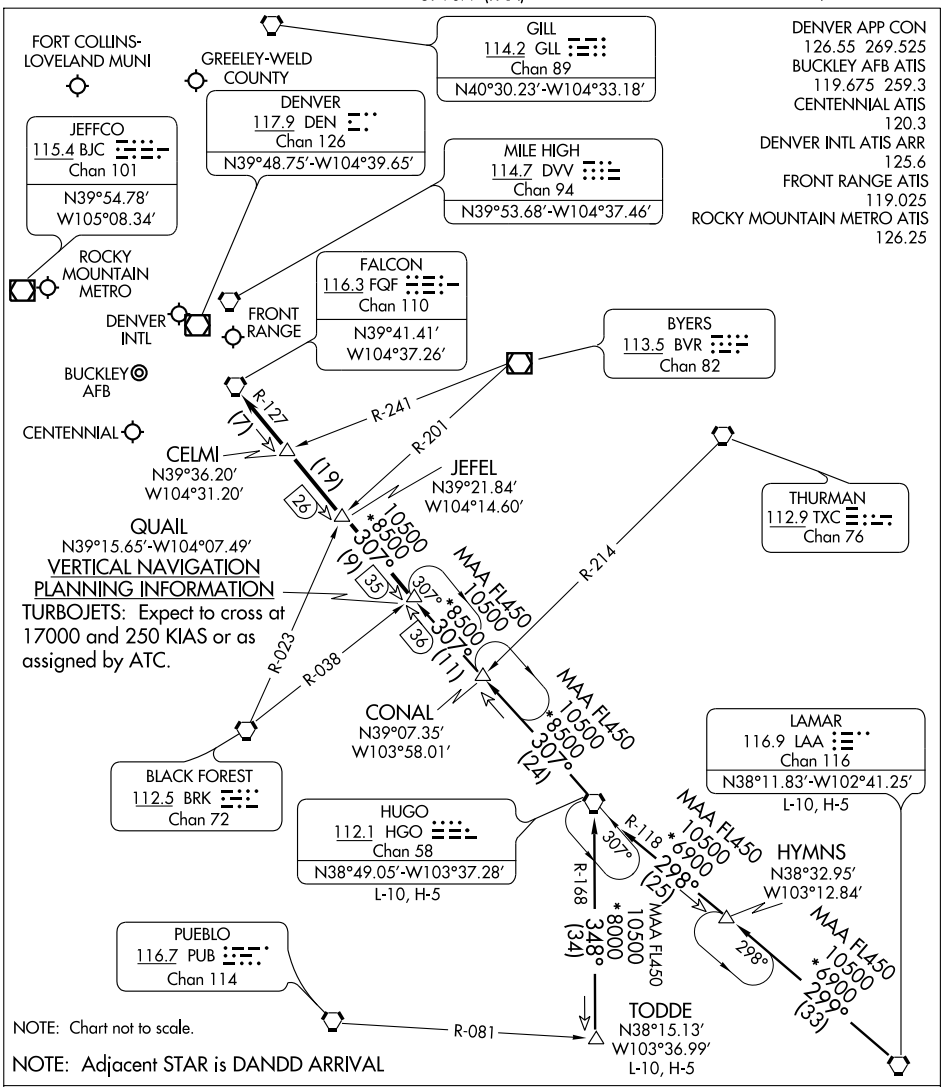
....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

(QUAIL.QUAIL6) 10042

# QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is DANDD ARRIVAL

HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

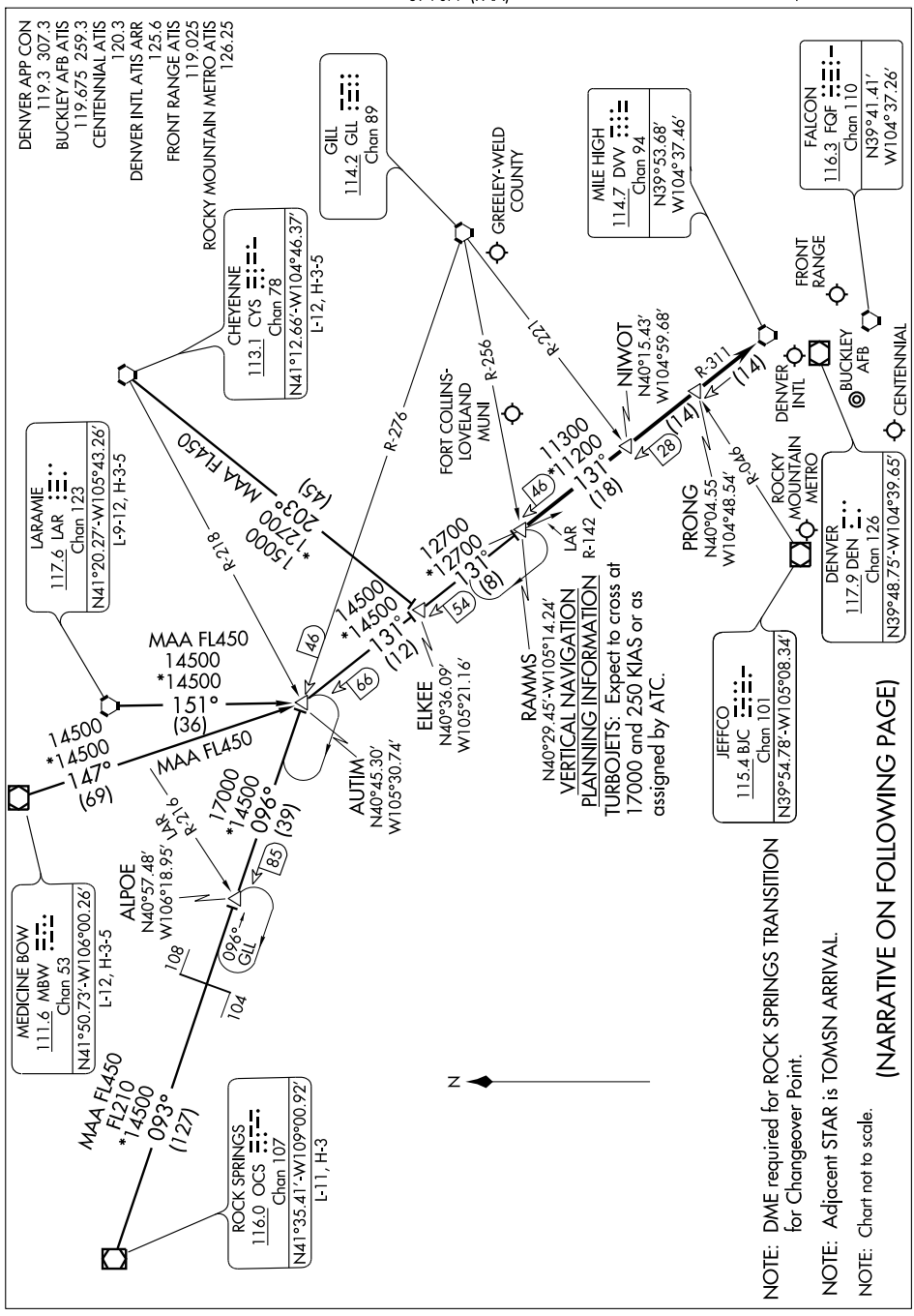
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

# RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

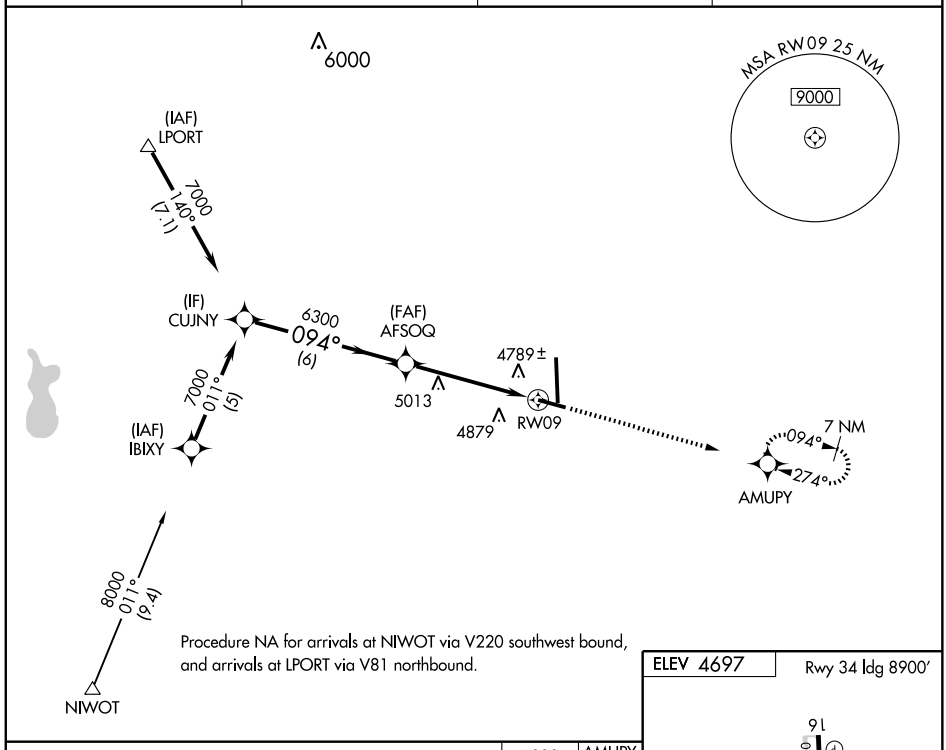
| WAAS CH 62900 W09A | APP CRS 094° | Rwy ldg 5801<br>TDZE 4661<br>Apt Elev 4697 |
|---|---|---|

# RNAV (GPS) RWY 9
## GREELEY-WELD COUNTY (GXY)

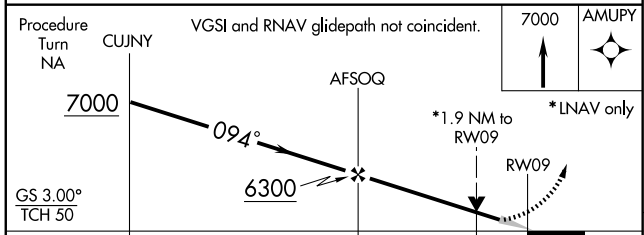
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -24°C (-11°F).

MISSED APPROACH: Climb to 7000 direct AMUPY and hold.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |



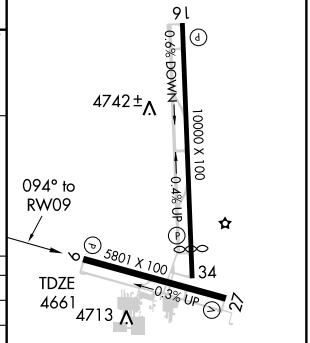

Procedure NA for arrivals at NIWOT via V220 southwest bound, and arrivals at LPORT via V81 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4911-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 5201-2 540 (600-2) | | | |
| LNAV MDA | 5320-1 659 (700-1) | | 5320-1¾ 659 (700-1¾) | 5320-2 659 (700-2) |
| CIRCLING | 5320-2 623 (700-2) | | | |

ELEV 4697

Rwy 34 ldg 8900'




REIL Rwys 9, 27, 16 and 34 L
MIRL Rwys 9-27 and 16-34 L

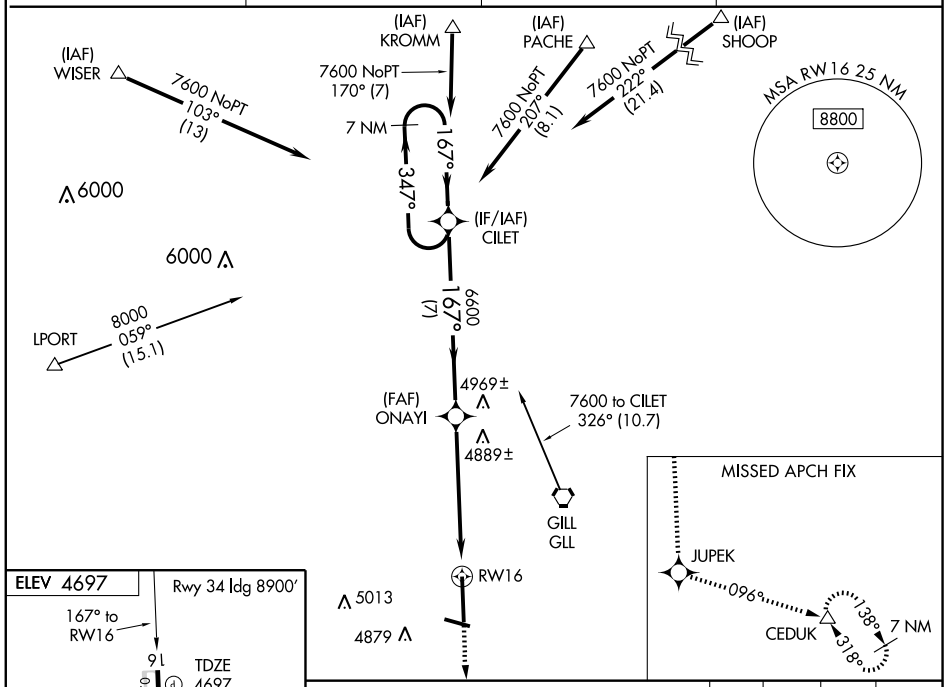
| WAAS CH 72708 W16A | APP CRS 167° | Rwy ldg 10000<br>TDZE 4697<br>Apt Elev 4697 |
|---|---|---|

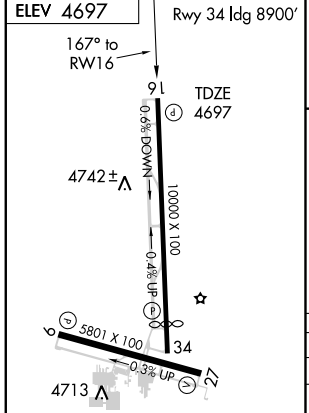
# RNAV (GPS) RWY 16
## GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5063 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5207 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

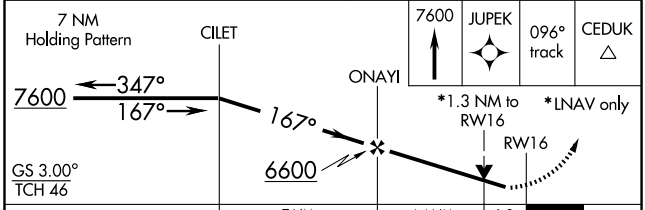
MISSED APPROACH: Climb to 7600 direct JUPEK and via 096° track to CEDUK and hold.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |




REIL Rwys 9, 16, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4978-1 281 (300-1) | | | |
| LNAV/VNAV DA | 5122-1½ 425 (500-1½) | | | |
| LNAV MDA | 5140-1 443 (500-1) | | 5140-1¼ 443 (500-1¼) | 5140-1½ 443 (500-1½) |
| CIRCLING | 5140-1 443 (500-1) | 5160-1 463 (500-1) | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 86808 W27A | APP CRS 275° | Rwy ldg 5801<br>TDZE 4650<br>Apt Elev 4697 |
|---|---|---|

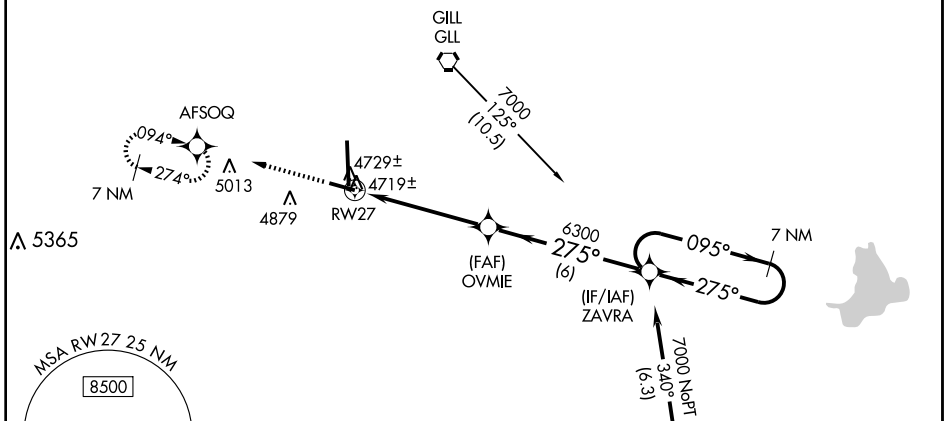
# RNAV (GPS) RWY 27
## GREELEY-WELD COUNTY (GXY)

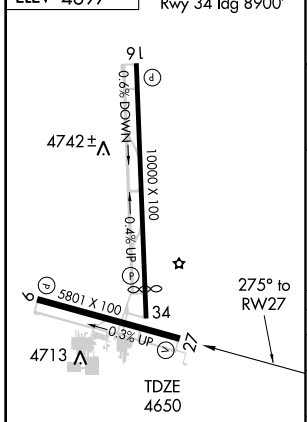
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA.
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 4985 and visibility all Cats ½ mile. Increase LNAV/VNAV DA to 5074 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cat C ¼ mile and Cat D ½ mile. Increase Circling Cat C visibility ¼ mile.

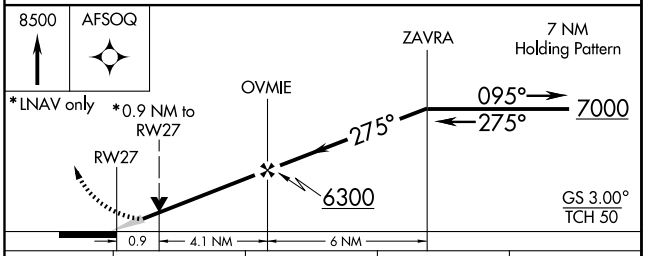
MISSED APPROACH: Climb to 8500 direct AFSOQ and hold, continue climb-in-hold to 8500.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |

Procedure NA for arrivals at GLL VORTAC via V220 west bound and V4 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4900-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4989-1¼ 339 (300-1¼) | | | |
| LNAV MDA | 4980-1 330 (300-1) | | | |
| CIRCLING | 5120-1 423 (500-1) | 5160-1 463 (500-1) | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

REIL Rwys 9, 16, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 69607 W34A | APP CRS 347° | Rwy ldg 8900<br>TDZE 4665<br>Apt Elev 4697 |
|---|---|---|

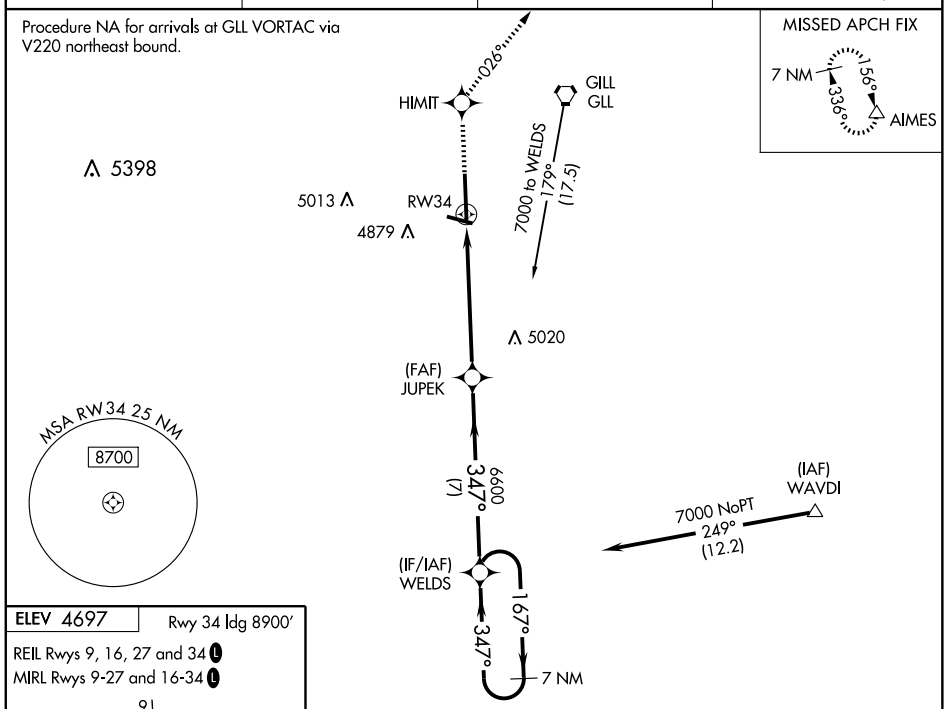
# RNAV (GPS) RWY 34
## GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5000 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5073 feet and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 8000 direct HIMIT and via 026° track to AIMES and hold, continue climb-in-hold to 8000.

| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |

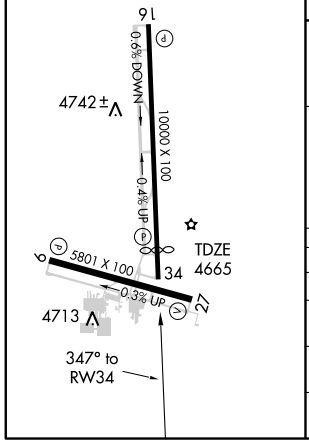
Procedure NA for arrivals at GLL VORTAC via V220 northeast bound.

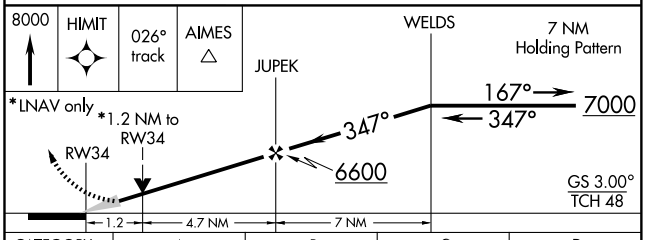



ELEV 4697 Rwy 34 ldg 8900'

REIL Rwys 9, 16, 27 and 34 L

MIRL Rwys 9-27 and 16-34 L



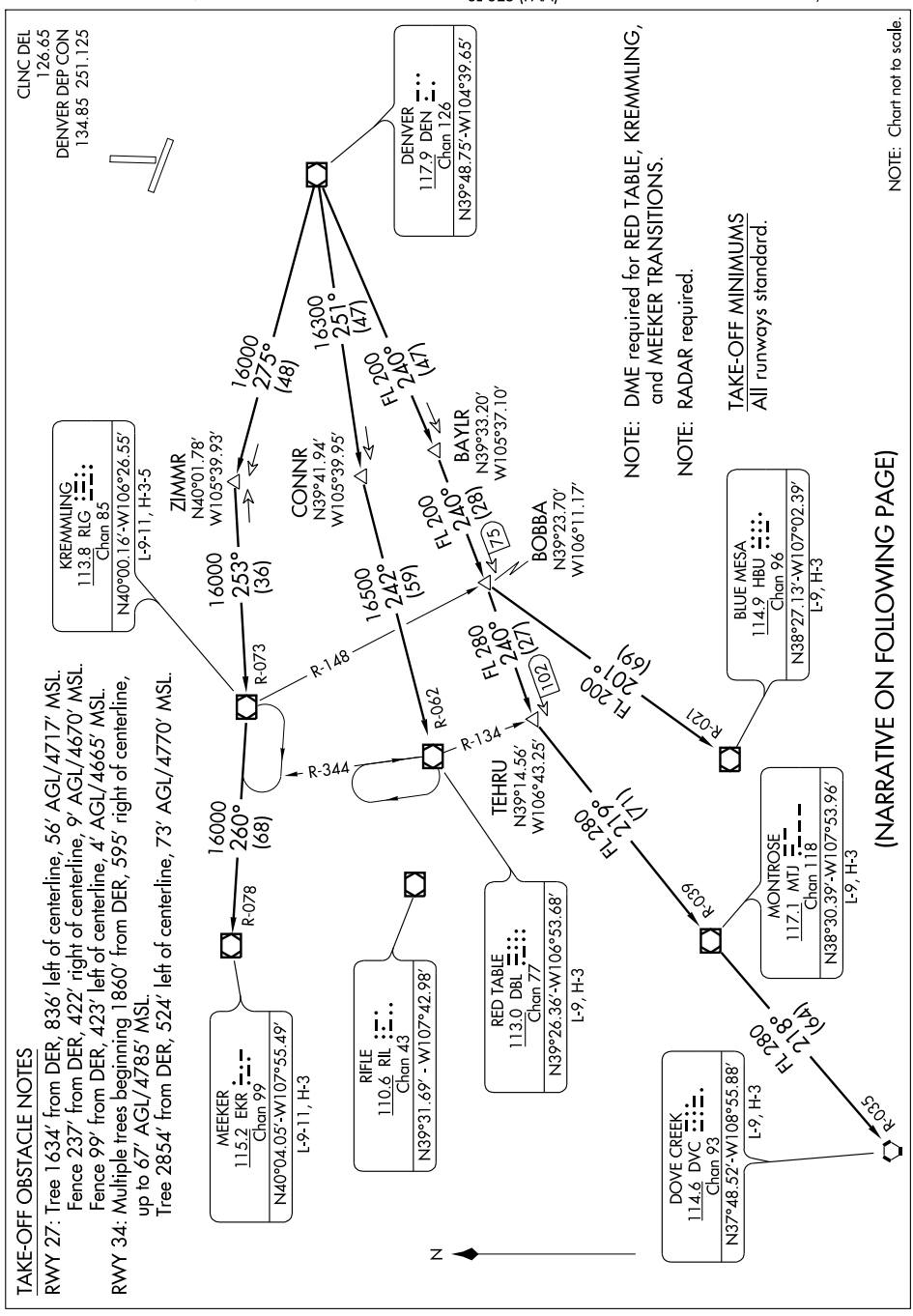




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4915-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4988-1¼ 323 (300-1¼) | | | |
| LNAV MDA | 5100-1 435 (500-1) | | 5100-1¼ 435 (500-1¼) | 5100-1½ 435 (500-1½) |
| CIRCLING | 5120-1 423 (500-1) | 5160-1 463 (500-1) | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

# ROCKIES SEVEN DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO




TAKE-OFF OBSTACLE NOTES

RWY 27: Tree 1634' from DER, 836' left of centerline, 56' AGL/4717' MSL.
Fence 237' from DER, 422' right of centerline, 9' AGL/4670' MSL.
Fence 99' from DER, 423' left of centerline, 4' AGL/4665' MSL.

RWY 34: Multiple trees beginning 1860' from DER, 595' right of centerline, up to 67' AGL/4785' MSL.
Tree 2854' from DER, 524' left of centerline, 73' AGL/4770' MSL.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

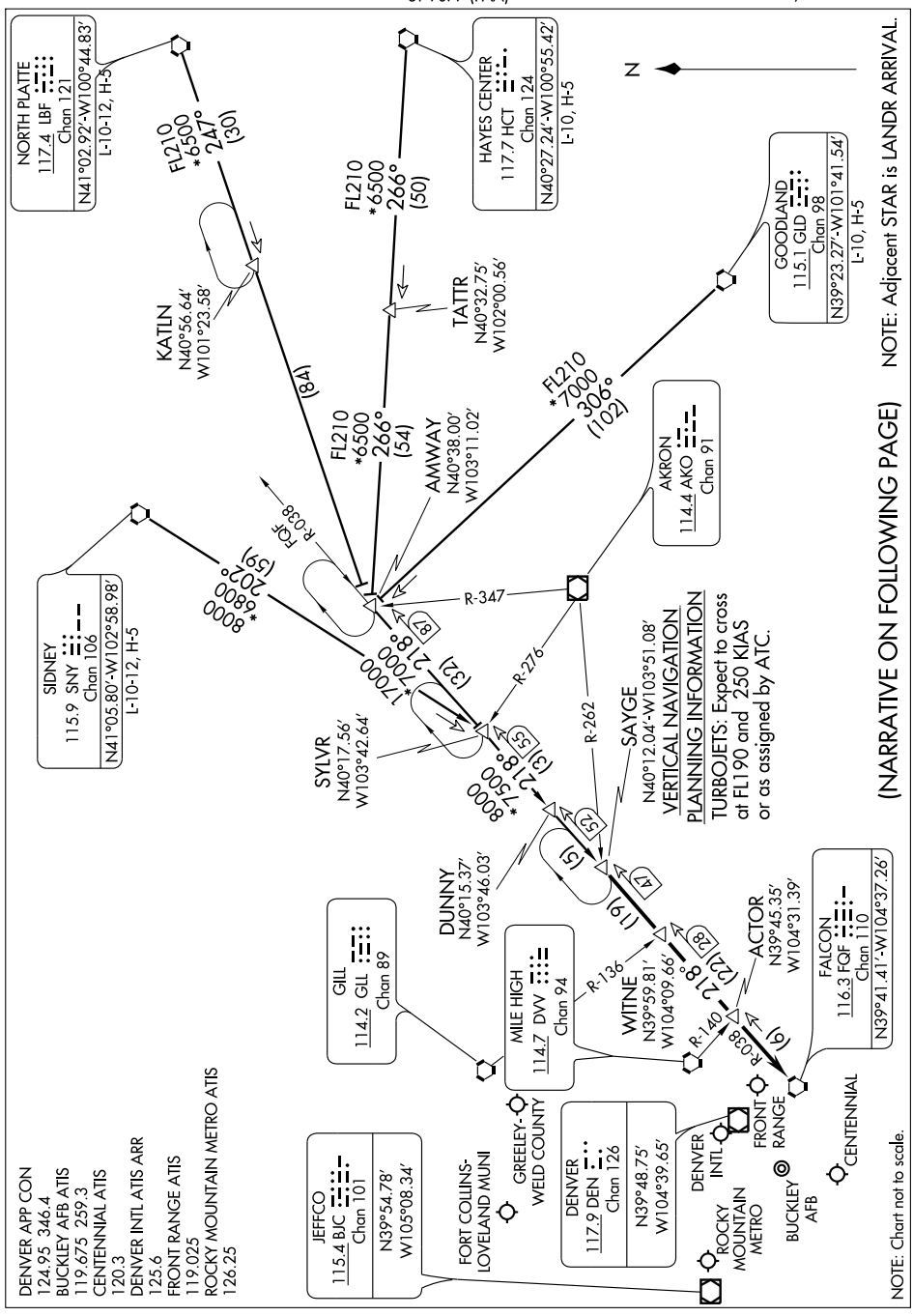
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1. 03 JUN 2010 to 01 JUL 2010

# SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



# SAYGE SIX ARRIVAL



## ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

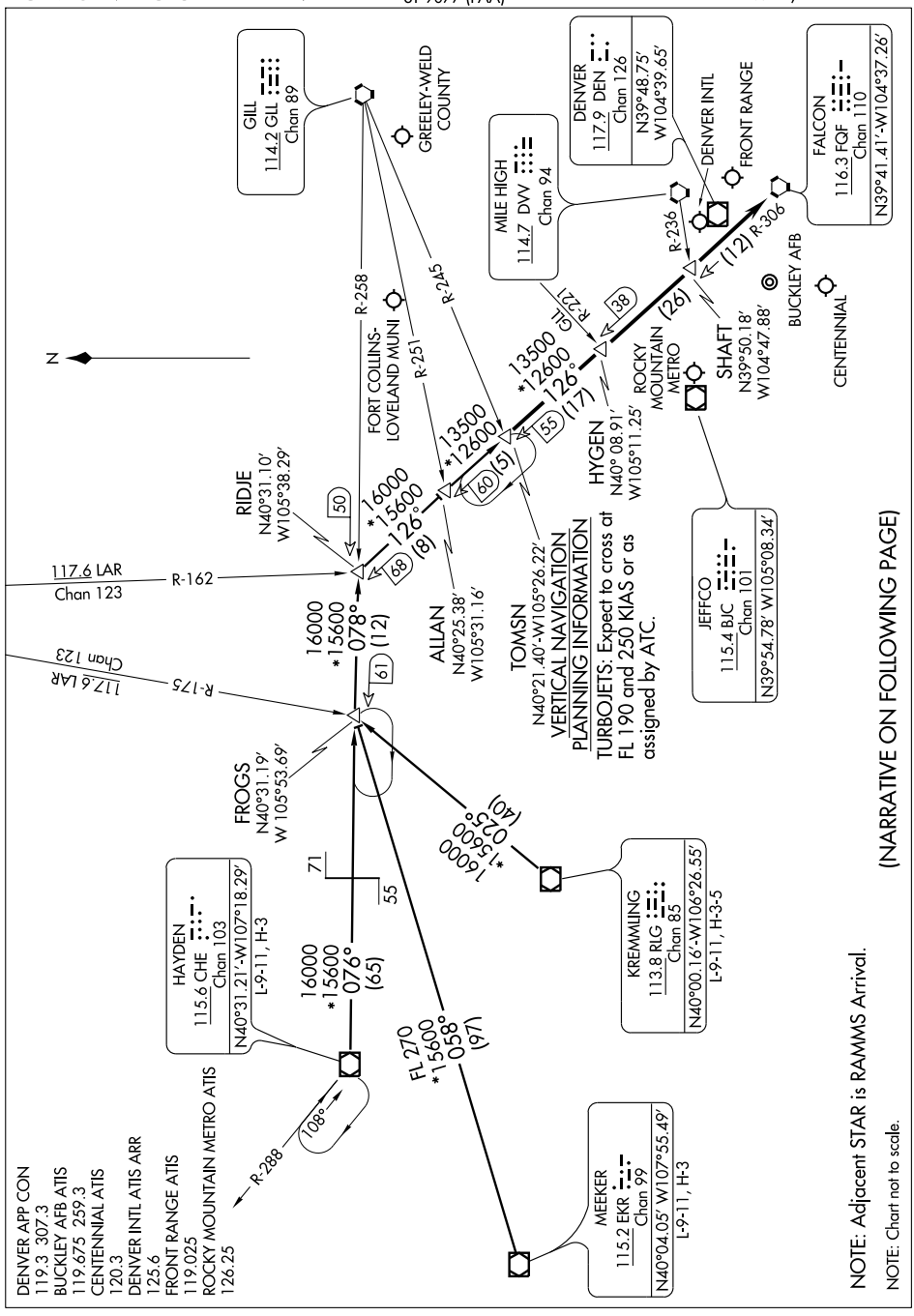
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

# TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO




NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# TOMSN FOUR ARRIVAL



## ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

| VORTAC GLL 114.2 Chan 89 | APP CRS 205° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 4697 |
|---|---|---|

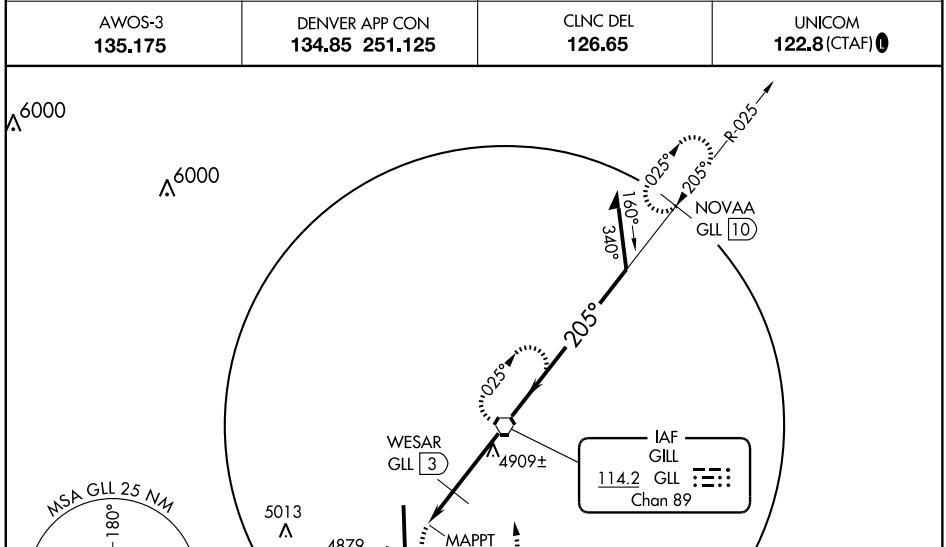
# VOR or TACAN-A

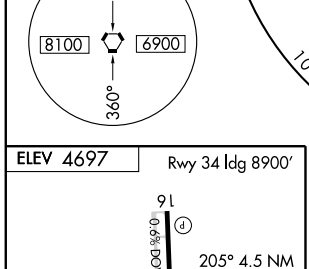
## GREELEY-WELD COUNTY (GXY)

When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet. Increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000. (TACAN Aircraft continue via GLL R-025 to NOVAA/10 DME and hold NE, right turns, 205° inbound.)

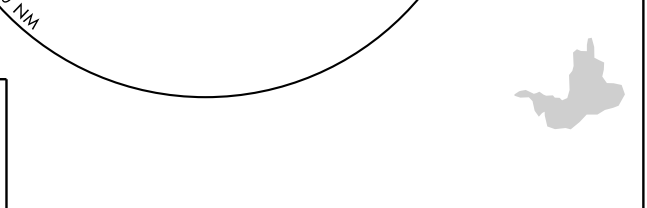
| AWOS-3 | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.8 (CTAF) L |




REIL Rwys 9, 27, 16 and 34 L
MIRL Rwys 9-27 and 16-34 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

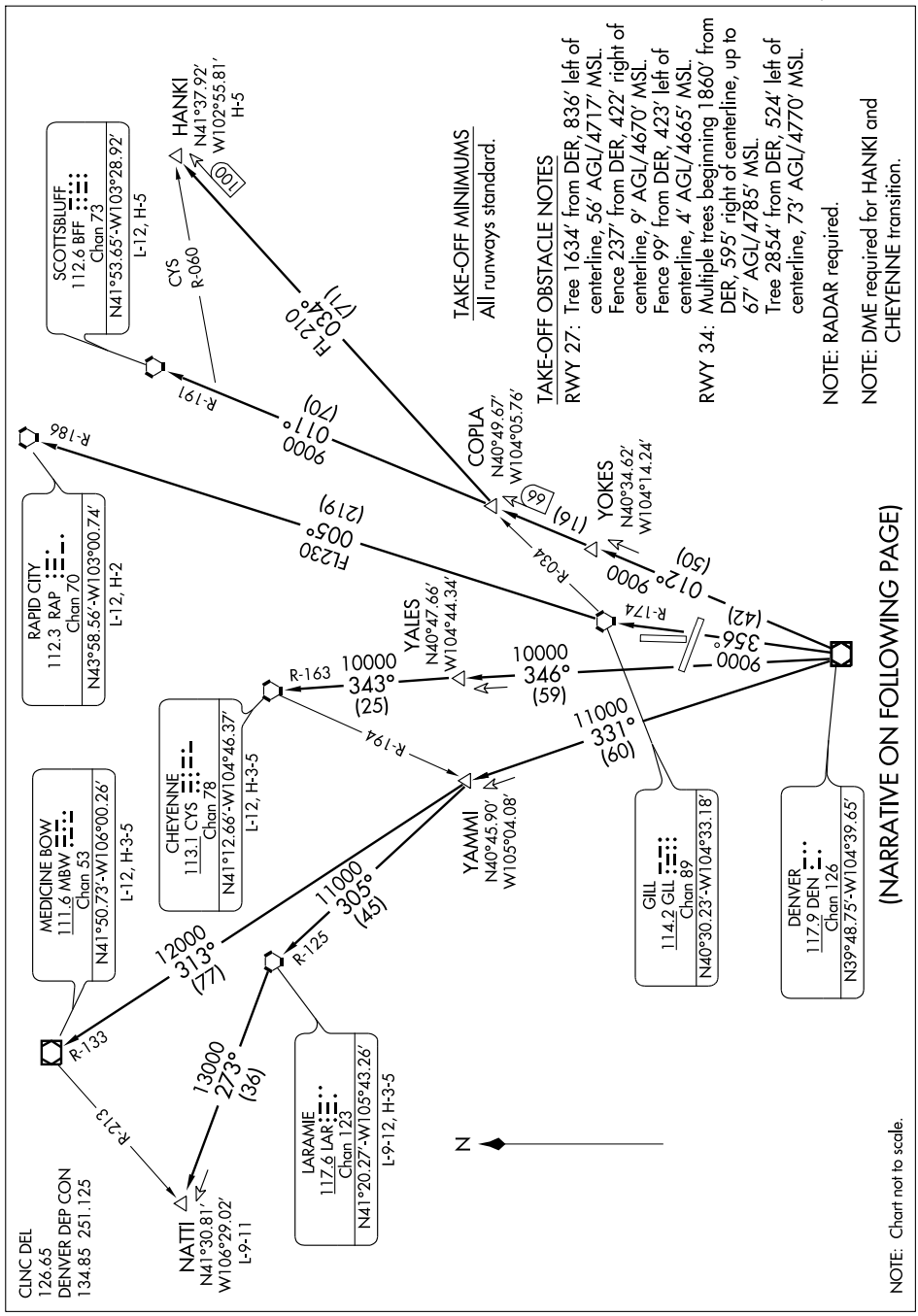



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5200-1 503 (600-1) | | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |
| | WESAR FIX MINIMUMS | | | |
| CIRCLING | 5120-1 423 (500-1) | 5160-1 463 (500-1) | 5200-1½ 503 (600-1½) | 5260-2 563 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

# YELLOWSTONE SIX DEPARTURE

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO






SW-1, 03 JUN 2010 to 01 JUL 2010

# YELLOWSTONE SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 245° | TDZE | N/A |
| | Apt Elev | 7680 |

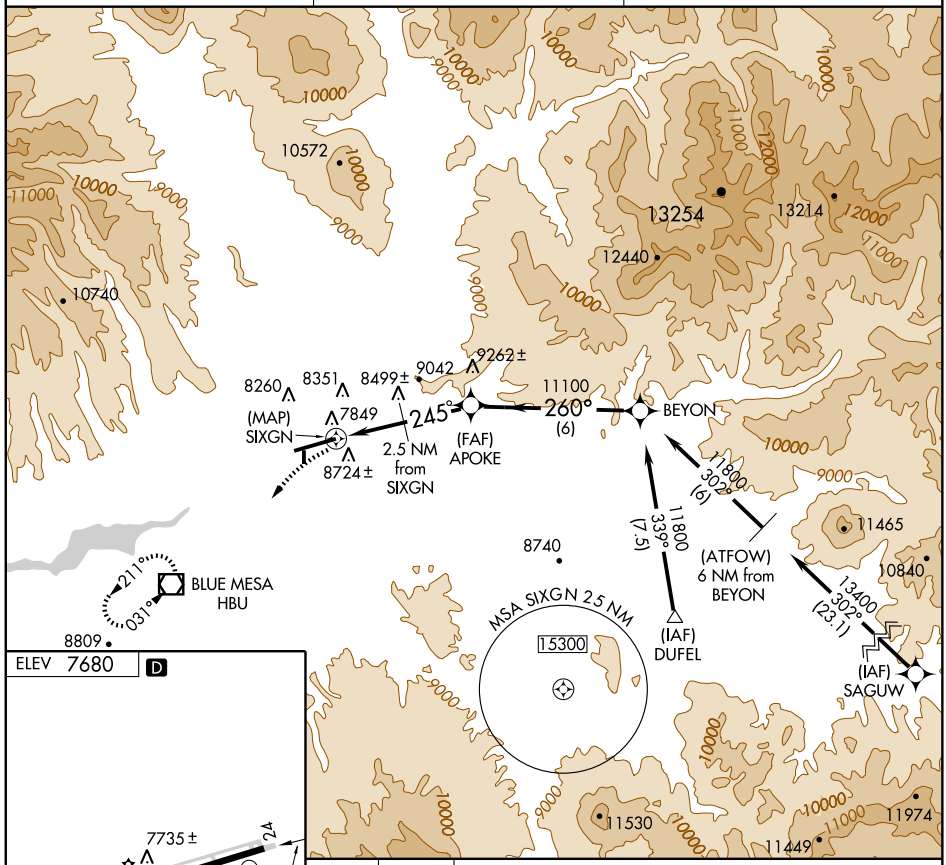
# GPS-B
## GUNNISON-CRESTED BUTTE RGNL (GUC)

NA

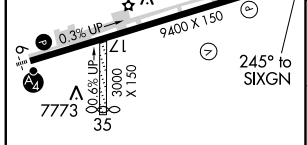
Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP- 0.3 NA.

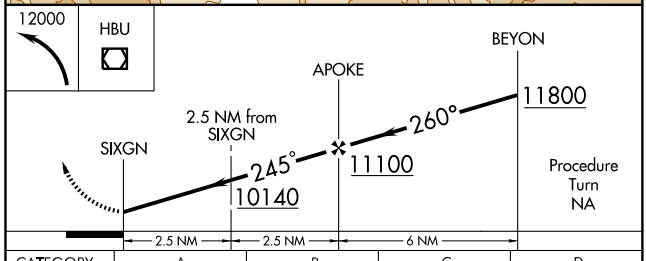
MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 125.35 354.05 | 122.7 (CTAF) L |




ELEV 7680 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9180-1¼ 1500 (1500-1¼) | 9180-1½ 1500 (1500-1½) | 9180-3 1500 (1500-3) | |

HIRL Rwy 6-24
REIL Rwy 24

| LOC/DME I-GUC | APP CRS | Rwy ldg | 9400 |
|---|---|---|---|
| 110.5 | 062° | TDZE | 7667 |
| Chan 42 | | Apt Elev | 7680 |

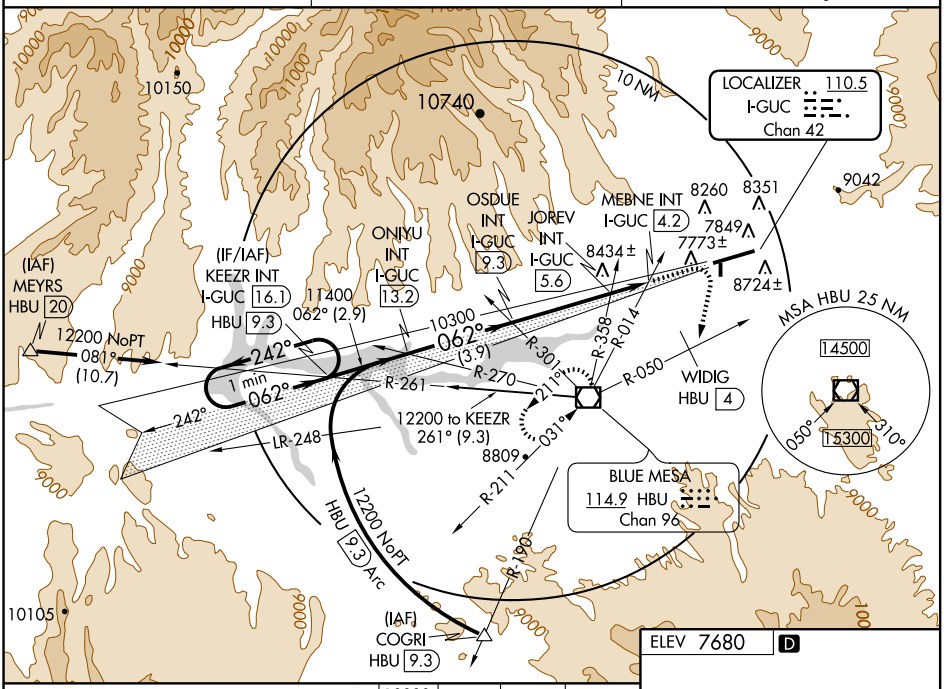
# ILS or LOC RWY 6
## GUNNISON-CRESTED BUTTE RGNL (GUC)

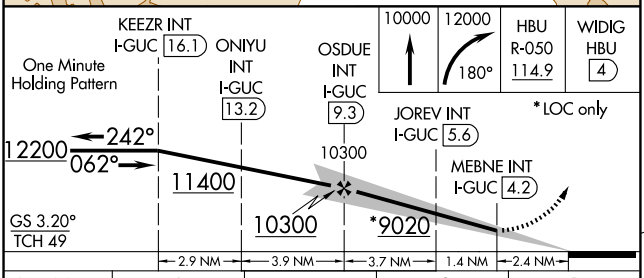
Circling NA at night. Inoperative table does not apply. When local altimeter setting not received, procedure NA. DME required. Visibility reduction by helicopters NA. Procedure NA when airport closed except by prior arrangement.

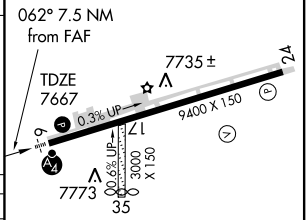
MALSF

MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 125.35 354.05 | 122.7 (CTAF) L |




HIRL Rwy 6-24
REIL Rwy 24

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 8590-3 923 (1000-3) | | | NA |
| S-LOC 6 | 9020-3 1353 (1400-3) | | | |
| CIRCLING | 9260-3 1580 (1600-3) | | | |
| JOREV FIX MINIMUMS | | | | |
| S-LOC 6 | 8640-3 973 (1000-3) | | | |
| CIRCLING | 9260-3 1580 (1600-3) | | | |

ELEV 7680 D

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 9400 |
|---|---|---|
| 061° | TDZE | 7667 |
| | Apt Elev | 7680 |

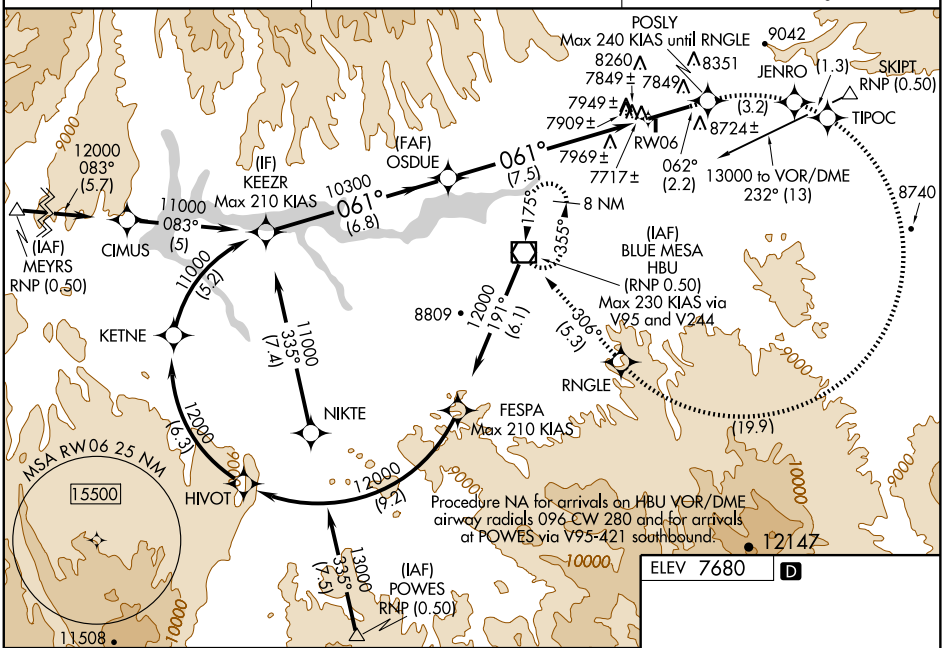
# RNAV (RNP) RWY 6
## GUNNISON-CRESTED BUTTE RGNL (GUC)

RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
* Missed approach requires minimum climb of 310 feet per NM to 9000.
** Missed approach requires minimum climb of 260 feet per NM to 9000.
*** Missed approach requires minimum climb of 230 feet per NM to 9000.
For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20** to 1¾ , RNP 0.26*** to 2, and RNP 0.30 to 2¼.

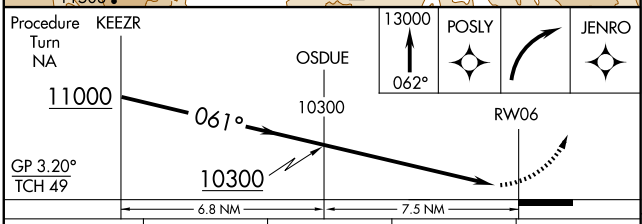
MALSF

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

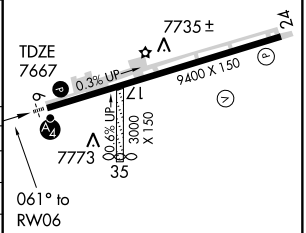
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 125.35 354.05 | 122.7 (CTAF) L |




ELEV 7680 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | NA | 8125-1¼ | 458 (500-1¼) | NA |
| RNP 0.20 DA** | NA | 8219-1½ | 552 (600-1½) | NA |
| RNP 0.26 DA*** | NA | 8294-1¾ | 627 (700-1¾) | NA |
| RNP 0.30 DA | NA | 8354-2 | 687 (700-2) | NA |




HIRL Rwy 6-24
REIL Rwy 24

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME HBU 114.9 Chan 96 | APP CRS 031° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 7680 |
|---|---|---|

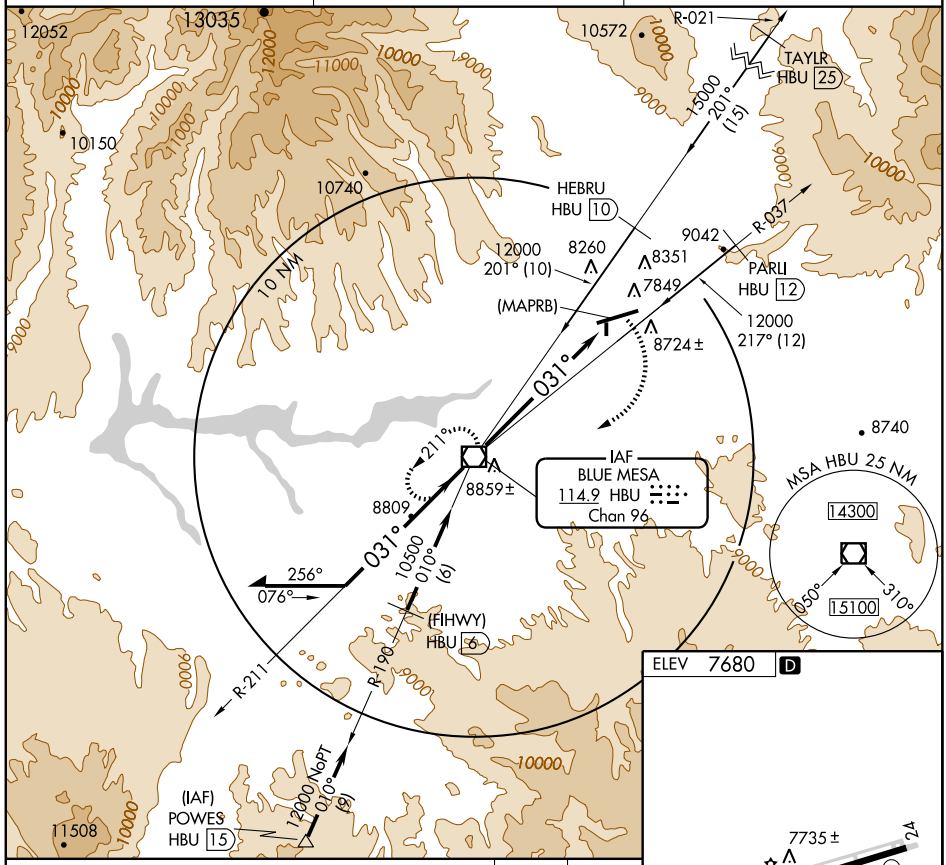
# VOR or GPS-A

## GUNNISON-CRESTED BUTTE RGNL (GUC)

Procedure NA when airport closed except by prior arrangement.
Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 125.35 354.05 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9260-2<br>1580 (1600-2) | 9340-2<br>1660 (1700-2) | 9340-3<br>1660 (1700-3) | 9900-3<br>2220 (2300-3) |

| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# ILS or LOC/DME Y RWY 10

HAYDEN/ YAMPA VALLEY (HDN)

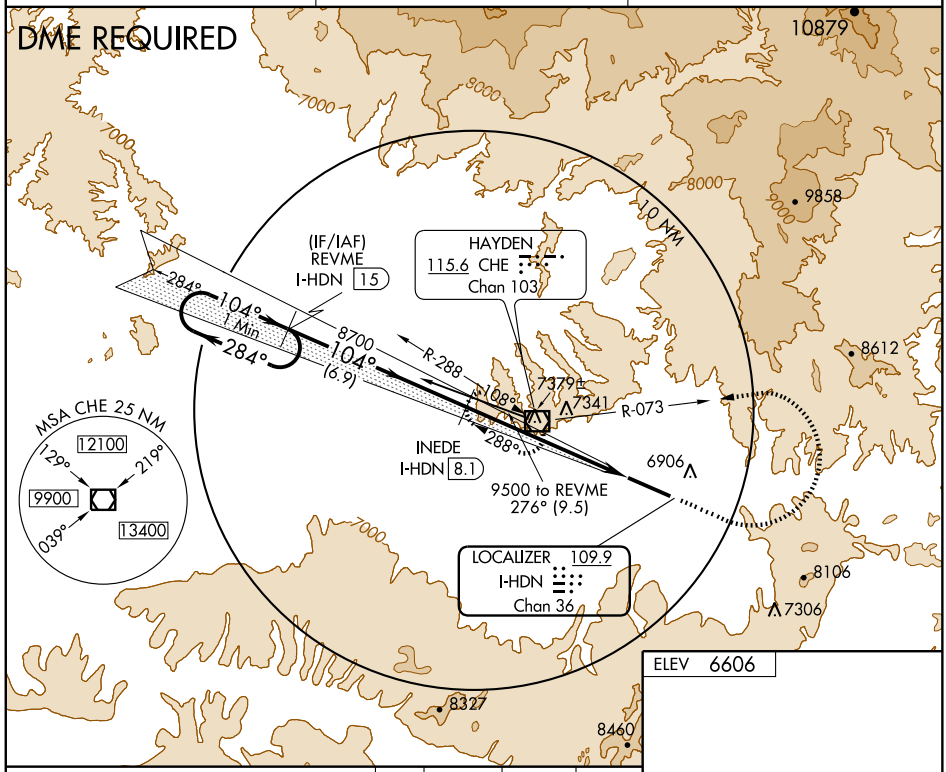
| LOC/DME I-HDN | APP CRS | Rwy ldg | 9489 |
|---|---|---|---|
| 109.9 | 104° | TDZE | 6591 |
| Chan 36 | | Apt Elev | 6606 |

Inoperative table does not apply. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and S-ILS 10 all Cats visibilities ½ mile. VDP NA with Craig-Moffat altimeter setting.

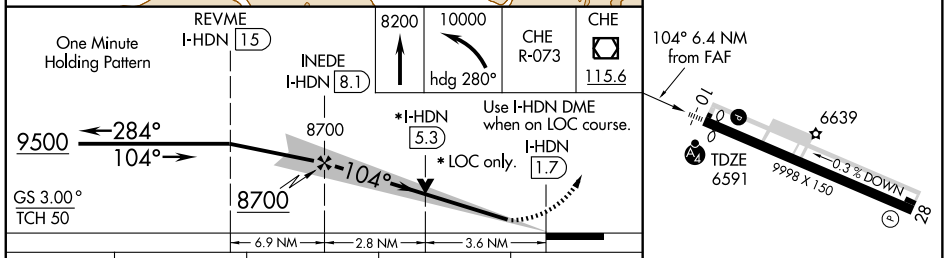
MALSF

MISSED APPROACH: Climb to 8200 then climbing left turn to 10000 via heading 280° and CHE VOR/DME R-073 to CHE VOR/DME and hold, continue climb-in-hold to 10000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




ELEV 6606




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 7371-2¾ 780 (800-2¾) | | | |
| S-LOC 10 | 7780-1¼ 1189 (1200-1¼) | 7780-1½ 1189 (1200-1½) | 7780-3 1189 (1200-3) | |
| CIRCLING | 7780-1¼ 1174 (1200-1¼) | 7780-1½ 1174 (1200-1½) | 7780-3 1174 (1200-3) | |

REIL Rwy 28 L

HIRL Rwy 10-28 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 9998 |
|---|---|---|
| 299° | TDZE | 6606 |
| | Apt Elev | 6606 |

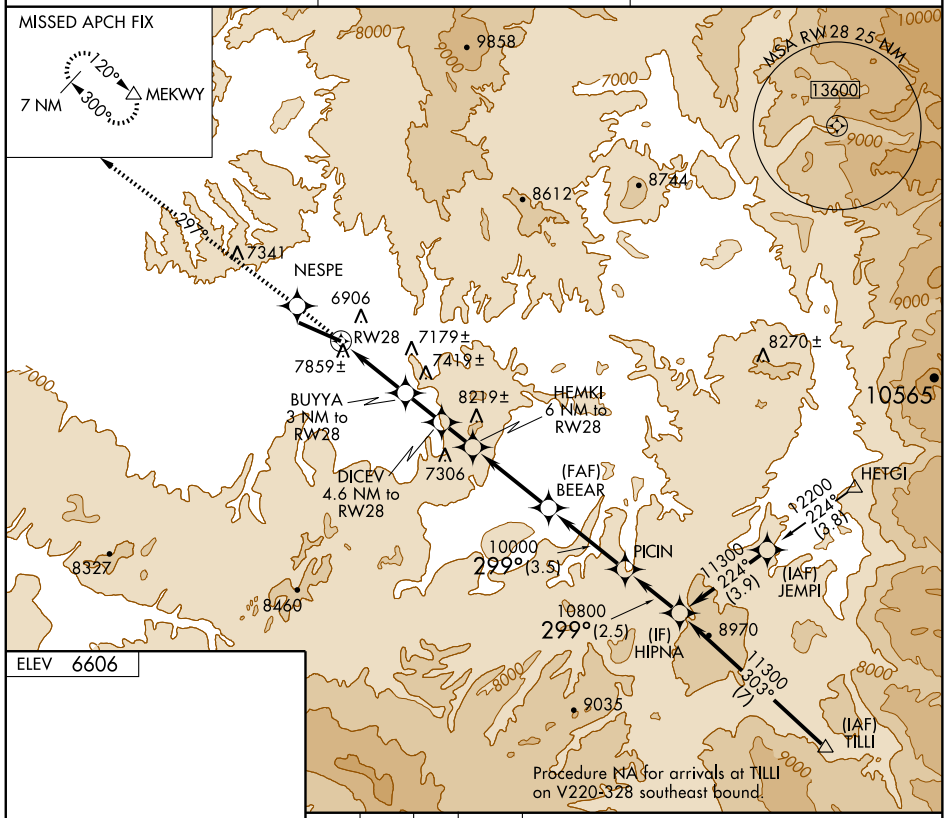
# RNAV (GPS) RWY 28

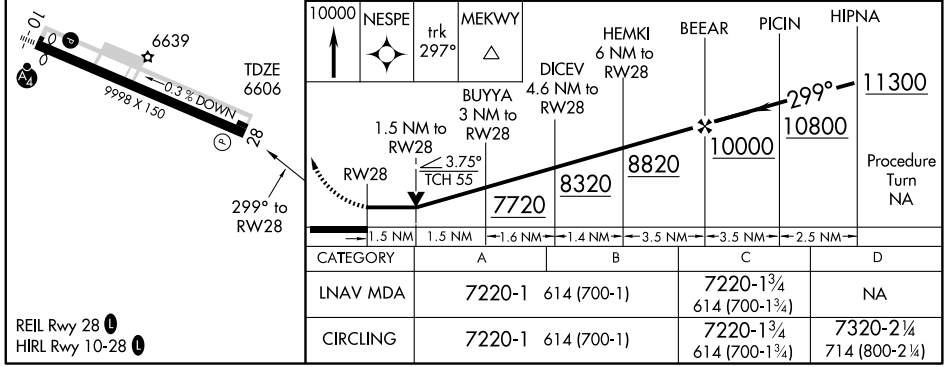
## HAYDEN/ YAMPA VALLEY (HDN)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 10000 direct NESPE and on track 297° to MEKWY and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7220-1 614 (700-1) | | 7220-1¾ 614 (700-1¾) | NA |
| CIRCLING | 7220-1 614 (700-1) | | 7220-1¾ 614 (700-1¾) | 7320-2¼ 714 (800-2¼) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 53410 W10A | APP CRS 104° | Rwy ldg 9489<br>TDZE 6591<br>Apt Elev 6606 |
|---|---|---|

# RNAV (GPS) Y RWY 10

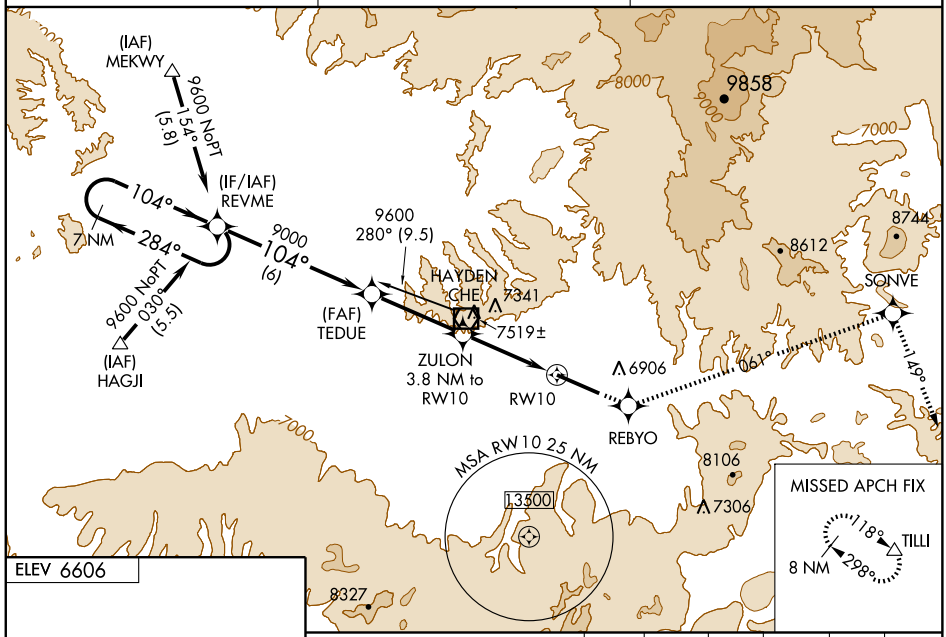
## HAYDEN/ YAMPA VALLEY (HDN)

Inoperative table does not apply. Baro-VNAV NA when using Craig-Moffat altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and LPV all Cats visibility ½ mile.
VDP NA with Craig-Moffat altimeter setting.

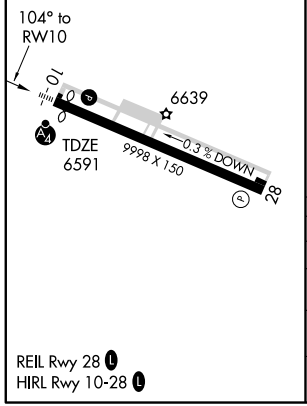
MALSF

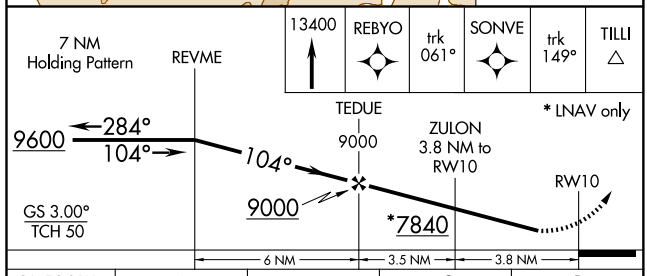
MISSED APPROACH: Climb to 13400 direct REBYO and on track 061° to SONVE and on track 149° to TILLI and hold, continue climb-in-hold to 13400.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




ELEV 6606




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7037-1½ 446 (500-1½) | | | |
| LNAV/VNAV DA | 8347-7 1756 (1800-7) | | | |
| LNAV MDA | 7780-1¼ 1189 (1200-1¼) | 7780-1½ 1189 (1200-1½) | 7780-3 1189 (1200-3) | |
| CIRCLING | 7780-1¼ 1174 (1200-1¼) | 7780-1½ 1174 (1200-1½) | 7780-3 1174 (1200-3) | |

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 9489 |
|---|---|---|
| 104° | TDZE | 6591 |
| | Apt Elev | 6606 |

# RNAV (RNP) Z RWY 10

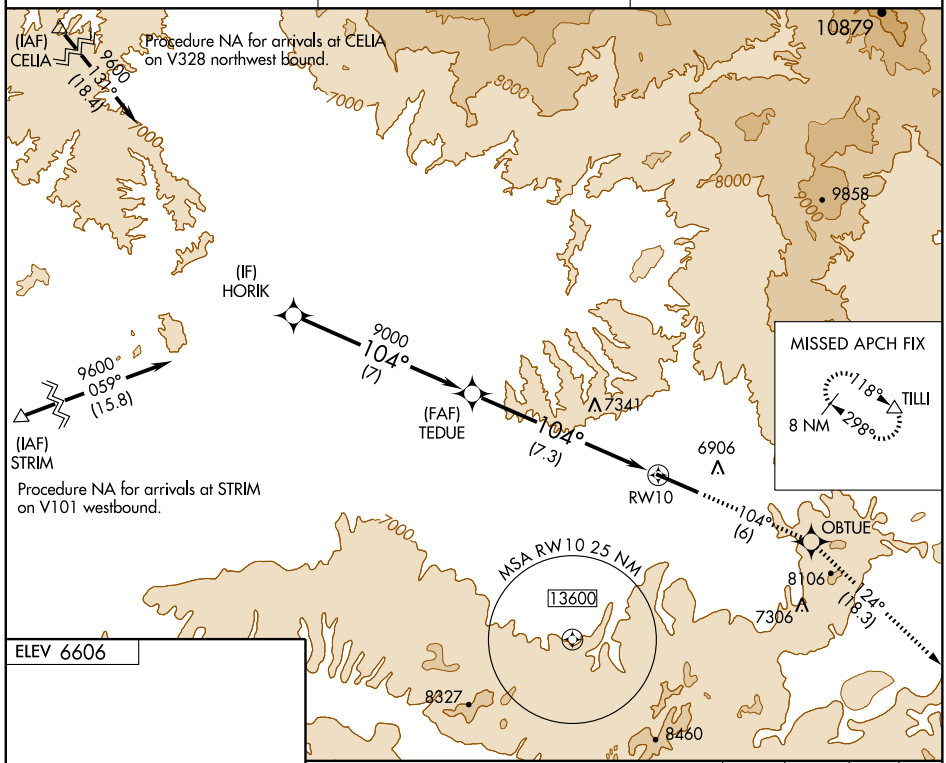
## HAYDEN/ YAMPA VALLEY (HDN)

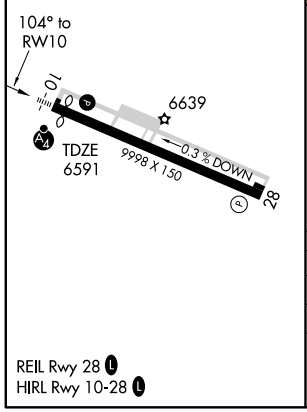
GPS required, for uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 36°C (97°F). Inoperative table does not apply. *Missed approach requires minimum climb of 320 feet per NM to 9500.

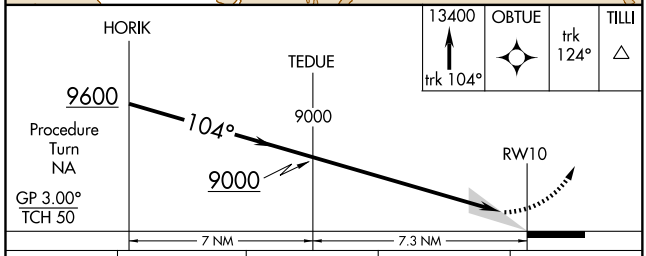
MALSF

MISSED APPROACH: Climb to 13400 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13400.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 6913-1¼ 322 (400-1¼) | | | NA |
| RNP 0.30 DA | 7287-2¼ 696 (700-2¼) | | | NA |

REIL Rwy 28 L
HIRL Rwy 10-28 L

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME CHE 115.6 Chan 103 | APP CRS 285° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 6602 |
|---|---|---|

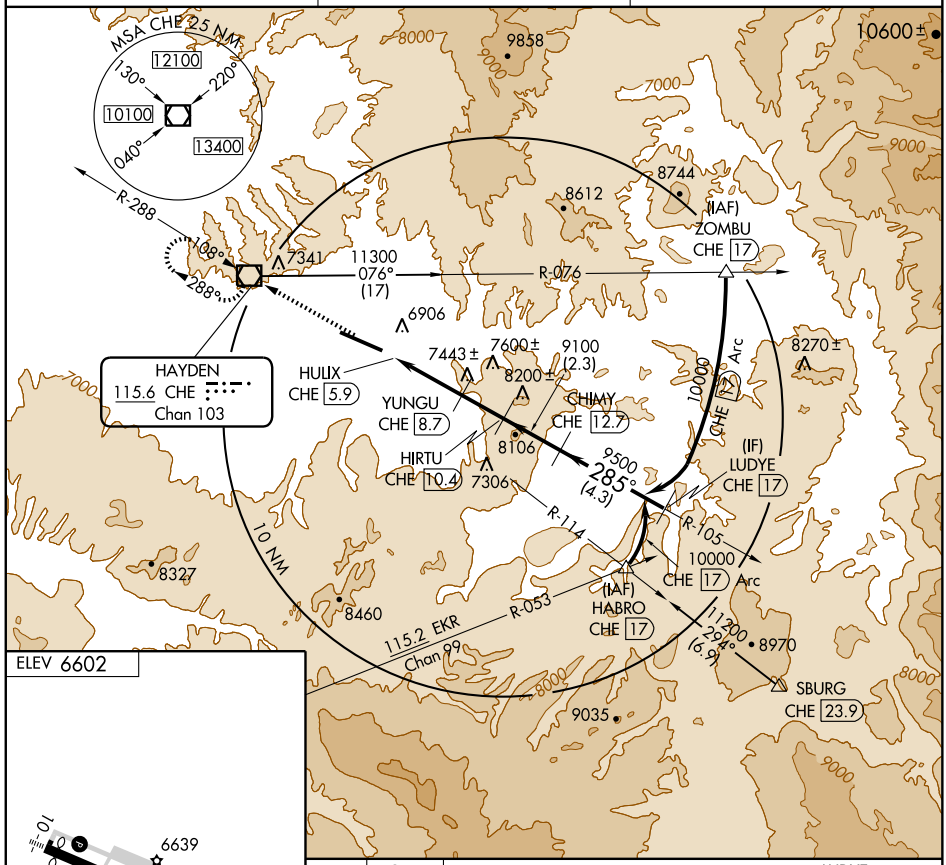
# VOR/DME-B

## HAYDEN/ YAMPA VALLEY (HDN)

If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

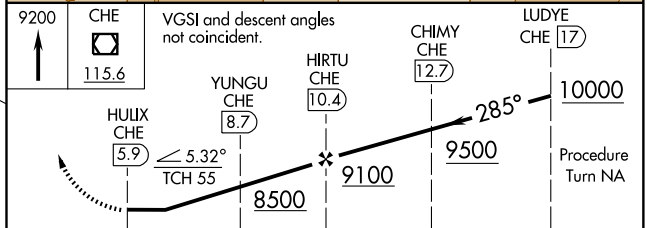
MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




ELEV 6602



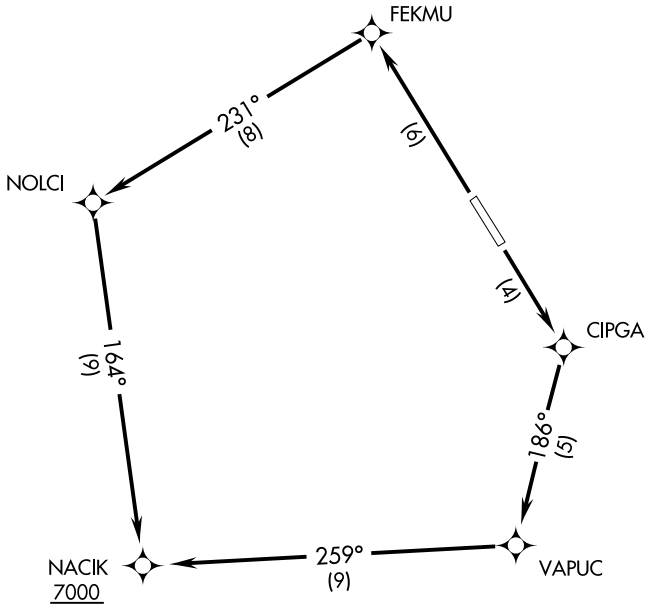

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7900-1¼<br>1298 (1300-1¼) | 7900-1½<br>1298 (1300-1½) | 7900-3 1298 (1300-3) | |

REIL Rwy 28 L
HIRL Rwy 10-28 L

# HOLYOKE TWO DEPARTURE (RNAV)



AWOS-3 119.275
DENVER CENTER
118.475 225.4
UNICOM 122.7 (CTAF)




TAKE-OFF MINIMUMS
Rwy 14, 32: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 14: Trees 2012′ from DER, 29′ left of centerline, 100′ AGL/3829′ MSL.
Rwy 32: Trees 1009′ from DER, 697′ left of centerline, 100′ AGL/3839′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb direct CIPGA, then via depicted route to cross NACIK at or above 7000.

TAKE-OFF RUNWAY 32: Climb direct FEKMU, then via depicted route to cross NACIK at or above 7000.

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 141° | TDZE | 3730 |
| | Apt Elev | 3730 |

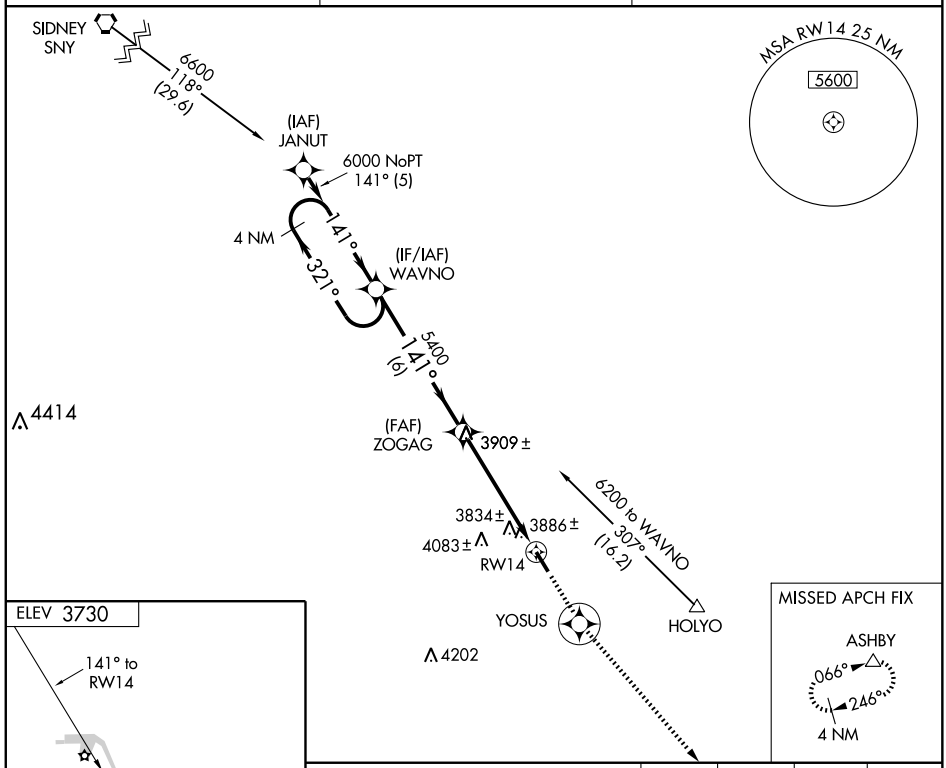
# RNAV (GPS) RWY 14
## HOLYOKE (HEQ)

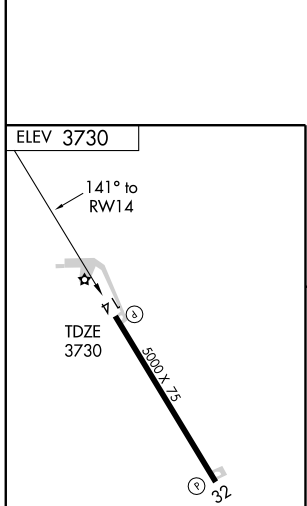
T
A NA

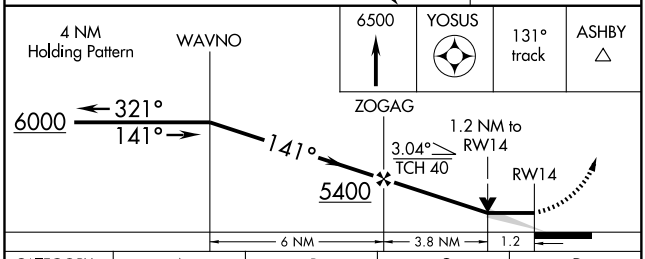
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Sidney Muni/ Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ½ mile and Circling Cat D visibility ¾ mile.
VDP NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 118.475 225.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4160-1 430 (500-1) | | 4160-1¼ 430 (500-1¼) | 4160-1½ 430 (500-1½) |
| CIRCLING | 4200-1 470 (500-1) | 4240-1 510 (600-1) | 4240-1½ 510 (600-1½) | 4400-2 670 (700-2) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 321° | TDZE | 3727 |
| | Apt Elev | 3730 |

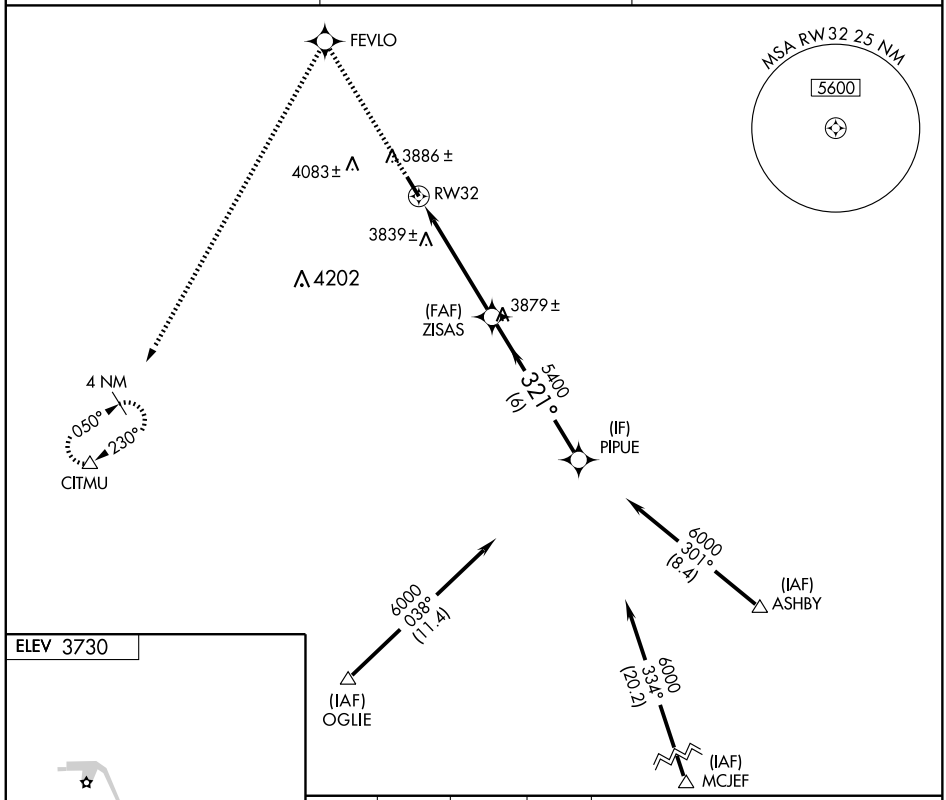
# RNAV (GPS) RWY 32
## HOLYOKE (HEQ)

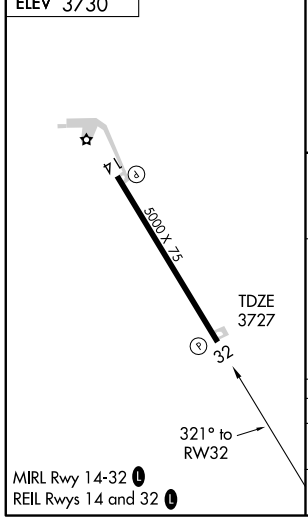
T A NA

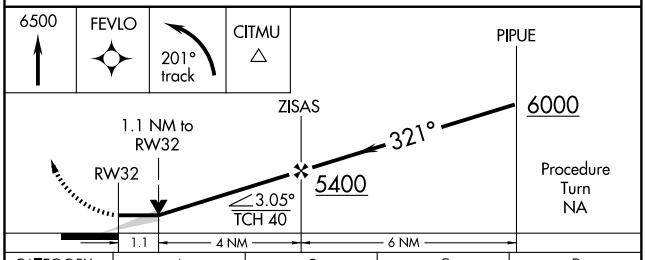
DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Sidney Muni / Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat. C/D visibility ½ mile, Circling Cat. B/C visibility ¼ mile and Circling Cat. D visibility ¾ mile. VDP NA when using Sidney Muni / Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 118.475 225.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4100-1 373 (400-1) | | | 4100-1¼ 373 (400-1¼) |
| CIRCLING | 4200-1 470 (500-1) | 4240-1 510 (600-1) | 4240-1½ 510 (600-1½) | 4400-2 670 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 5540 |
|---|---|---|
| 272° | TDZE | 7400 |
| | Apt Elev | 7411 |

# GPS RWY 27

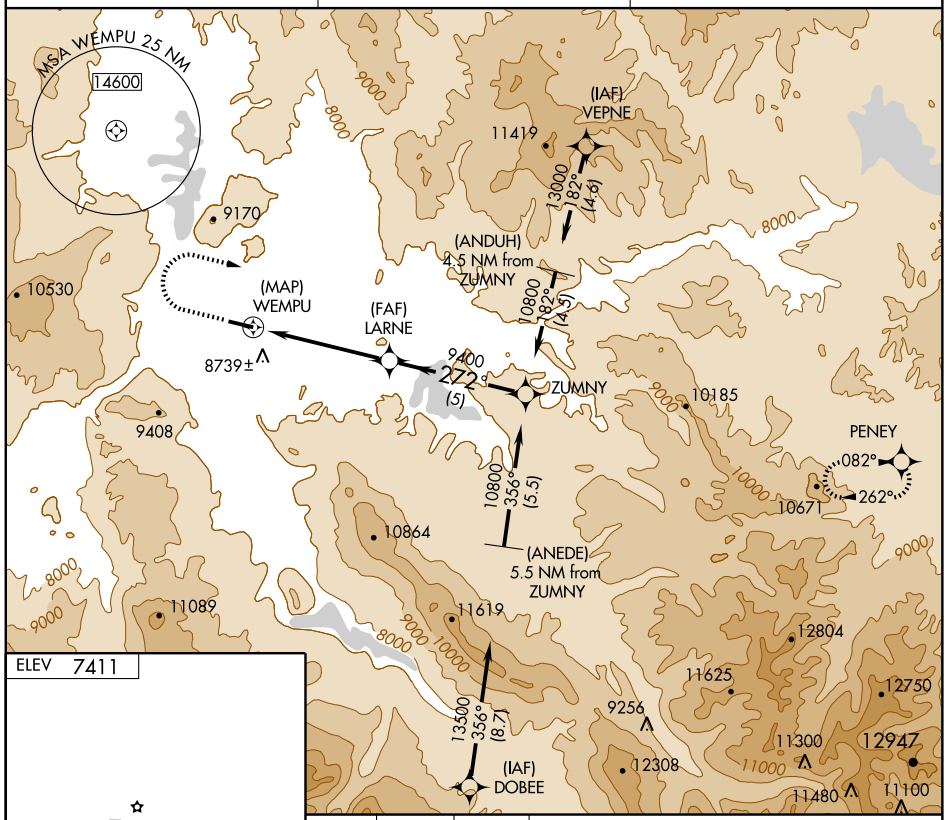
## KREMMLING/MC ELROY AIRFIELD (2ØV)

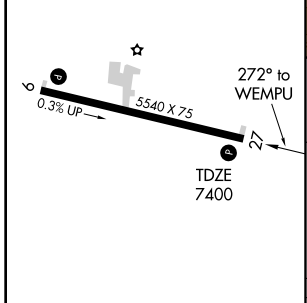
NA

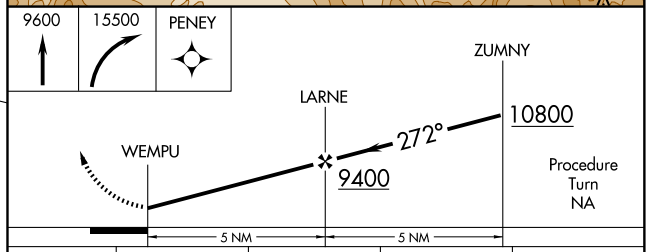
Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.

MISSED APPROACH: Climb to 9600 then climbing right turn to 15500 direct PENEY WP and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.425 | 128.65 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 9180-1¼<br>1780 (1800-1¼) | 9180-1½<br>1780 (1800-1½) | 9180-3<br>1780 (1800-3) | NA |
| CIRCLING | 9180-1¼<br>1769 (1800-1¼) | 9180-1½<br>1769 (1800-1½) | 9180-3<br>1769 (1800-3) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 03 JUN 2010 to 01 JUL 2010

KREMMLING, COLORADO

AL-6734 (FAA)

| VOR/DME RLG 113.8 Chan 85 | APP CRS 034° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 7411 |
|---|---|---|

# VOR/DME or GPS-A

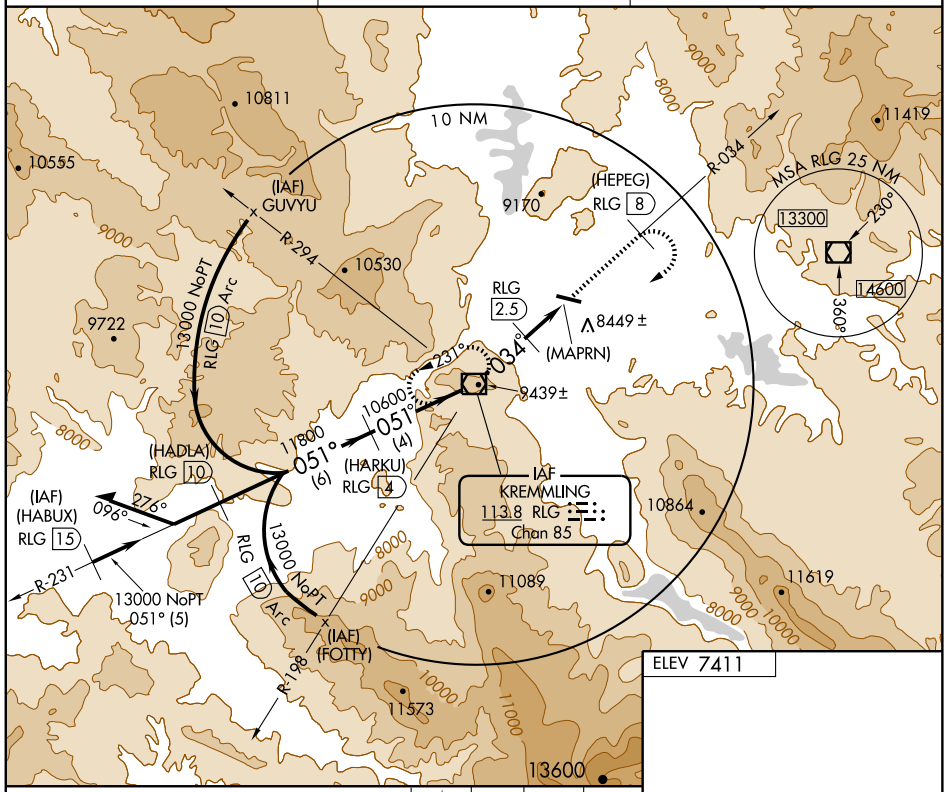
KREMMLING/MC ELROY AIRFIELD (2Ø7V)

NA

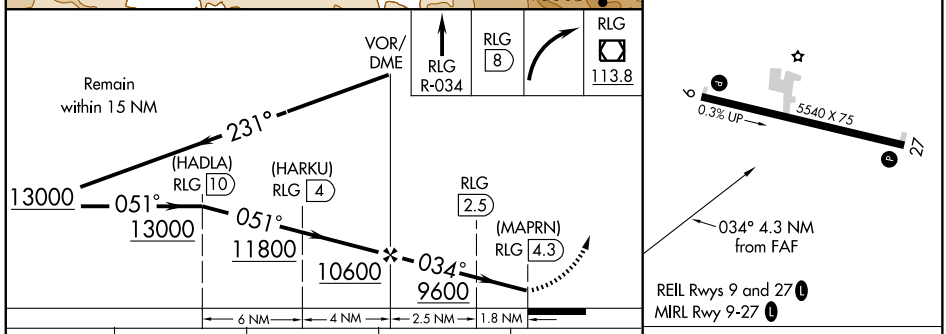
Obtain local altimeter setting on CTAF; when not received procedure not authorized.

MISSED APPROACH: Climb to 8 DME via RLG R-034, then climbing right turn direct RLG VOR/DME. Continue climb to 13000 in holding pattern.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.425 | 128.65 282.2 | 122.8 (CTAF) L |




ELEV 7411




REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9040-1¼<br>1629 (1700-1¼) | 9180-1½<br>1769 (1800-1½) | 9180-3<br>1769 (1800-3) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SW-1, 03 JUN 2010 to 01 JUL 2010

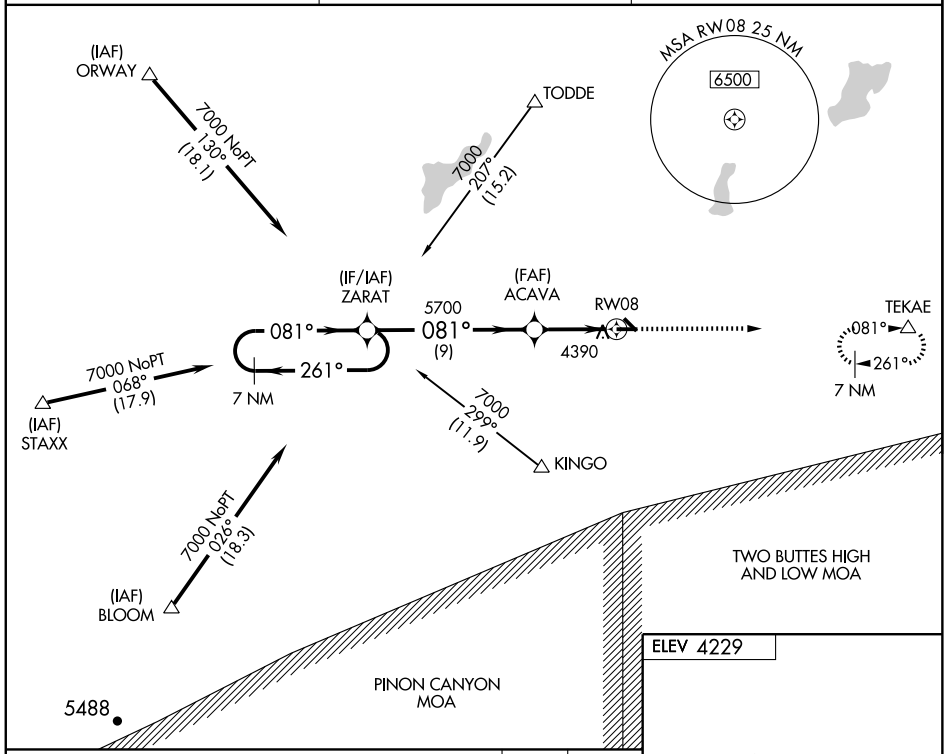
| WAAS CH 97613 W08A | APP CRS 081° | Rwy ldg 6849<br>TDZE 4229<br>Apt Elev 4229 |
|---|---|---|

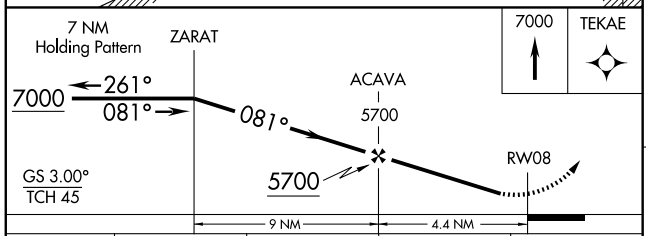
# RNAV (GPS) RWY 8
## LA JUNTA MUNI (LHX)

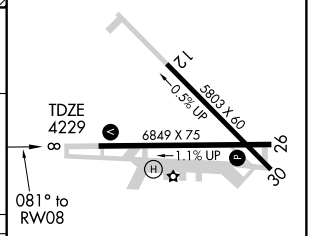
Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities ¾ mile.

MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 128.375 379.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4528-1 299 (300-1) | | | |
| LNAV/VNAV DA | 4738-1¾ 509 (600-1¾) | | | |
| LNAV MDA | 4700-1 471 (500-1) | | 4700-1¼ 471 (500-1¼) | 4700-1½ 471 (500-1½) |
| CIRCLING | 4740-1 511 (600-1) | | 4740-1½ 511 (600-1½) | 4780-2 551 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

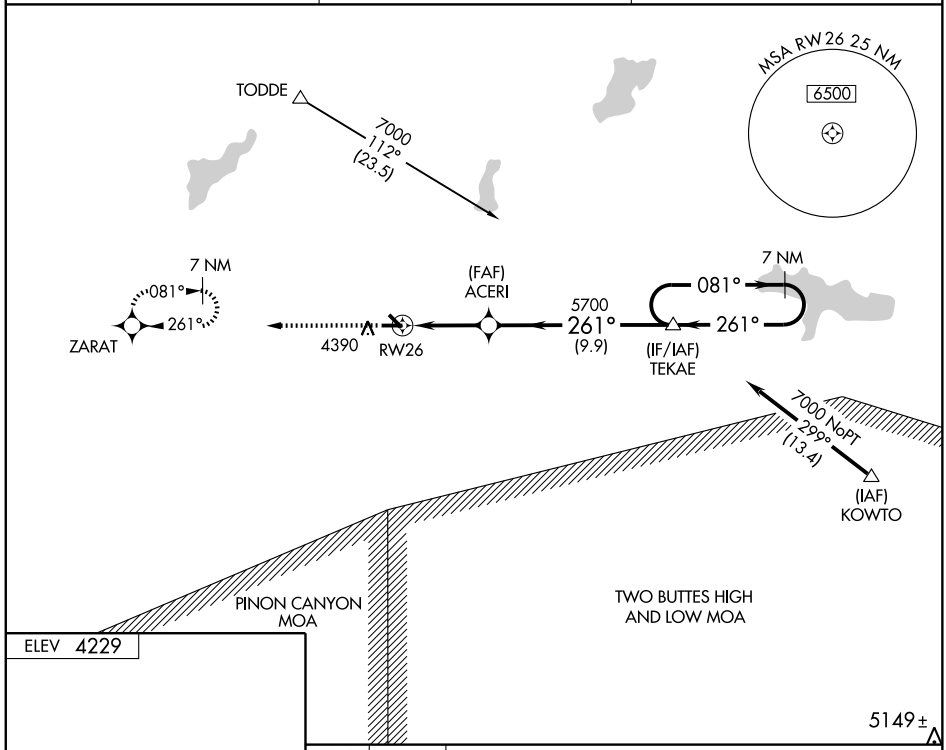
| WAAS CH 93813 W26A | APP CRS 261° | Rwy ldg 6849 TDZE 4188 Apt Elev 4229 |
|---|---|---|

# RNAV (GPS) RWY 26
## LA JUNTA MUNI (LHX)

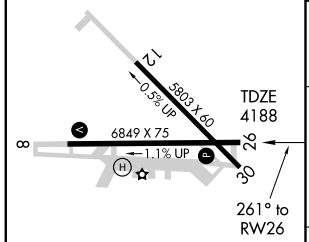
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

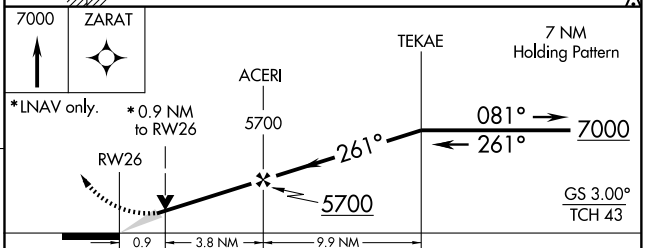
MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 128.375 379.95 | 123.0 (CTAF) L |




ELEV 4229




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4438-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 4438-1 | | 250 (300-1) | |
| LNAV MDA | 4480-1 | | 292 (300-1) | |
| CIRCLING | 4740-1 511 (600-1) | | 4740-1½ 511 (600-1½) | 4780-2 551 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

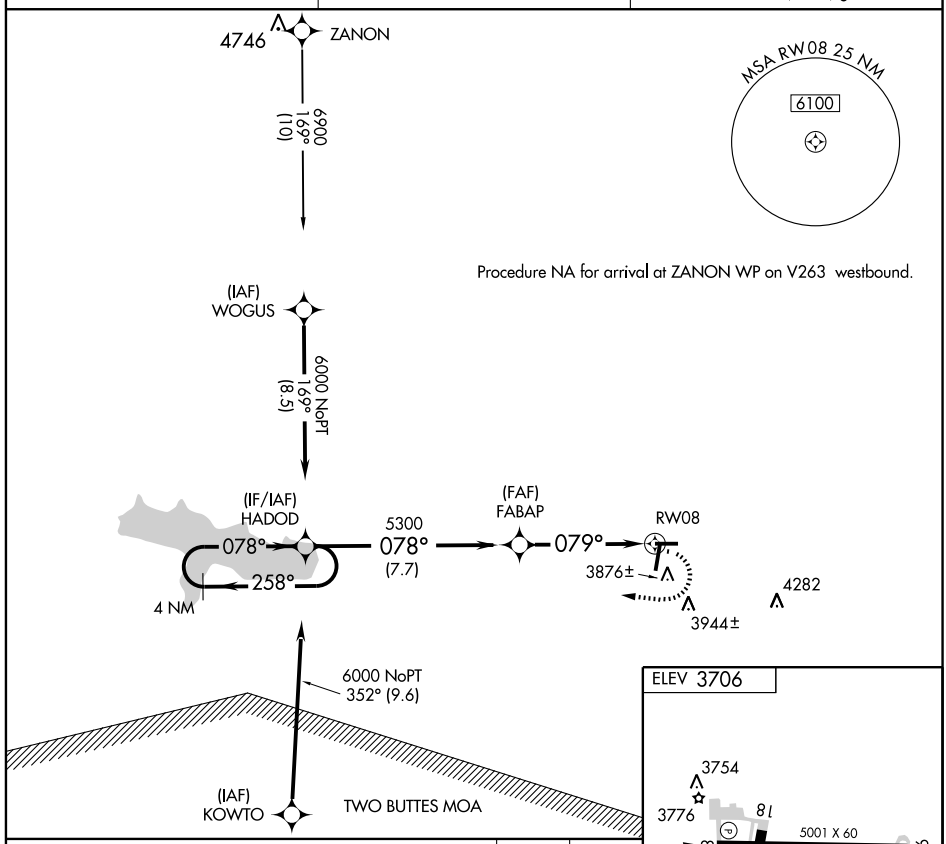
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 079° | TDZE | 3685 |
| | Apt Elev | 3706 |

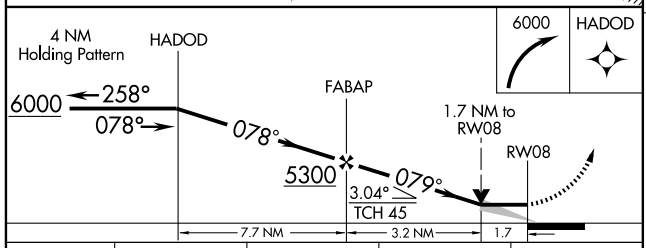
# RNAV (GPS) RWY 8
## LAMAR MUNI (LAA)

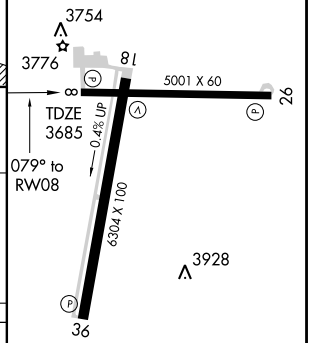
Circling NA at night to Rwy 8, 26 and 36.
Straight-in NA at night to Rwy 8.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct HADOD WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4280-1 595 (600-1) | | 4280-1½ 595 (600-1½) | 4280-1¾ 595 (600-1¾) |
| CIRCLING | 4420-1 714 (800-1) | | 4420-2 714 (800-2) | 4420-2¼ 714 (800-2¼) |

REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L

SW-1, 03 JUN 2010 to 01 JUL 2010

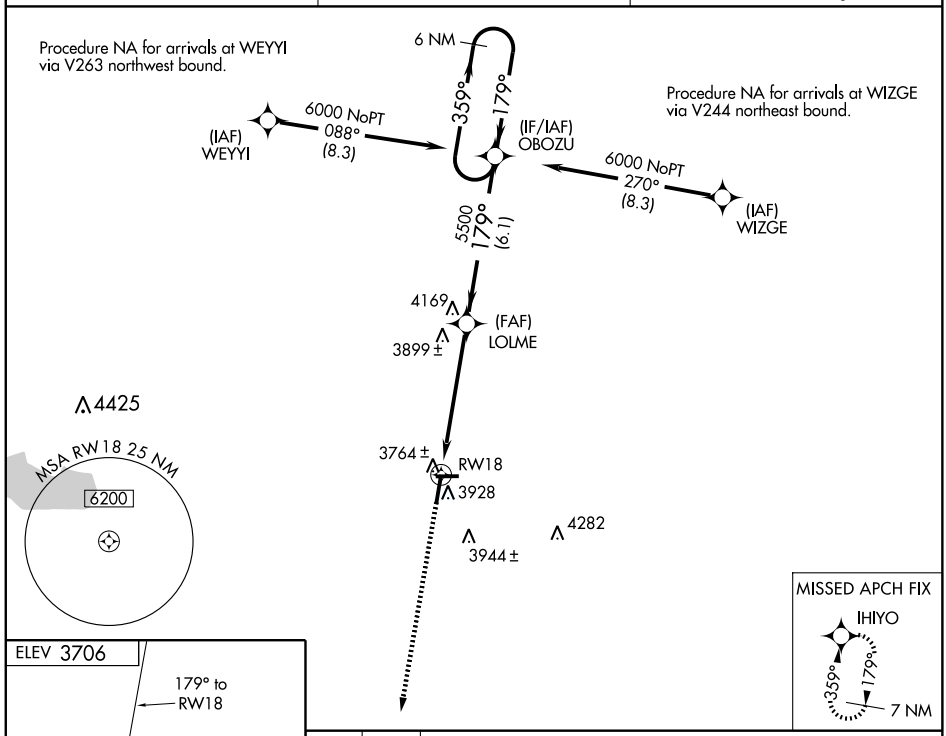
| WAAS CH 86613 W18A | APP CRS 179° | Rwy ldg 6304<br>TDZE 3695<br>Apt Elev 3706 |
|---|---|---|

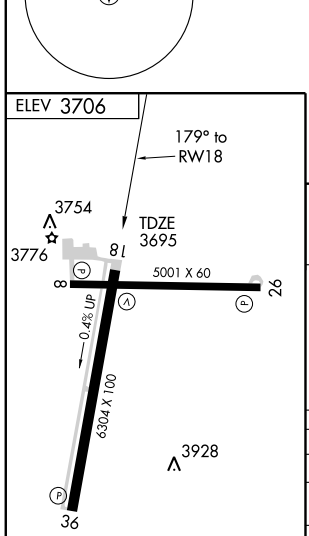
# RNAV (GPS) RWY 18
## LAMAR MUNI (LAA)

Circling to Rwy 8, 26 and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat B ¼ mile, Cat C ¾ mile Cat D ½ mile.

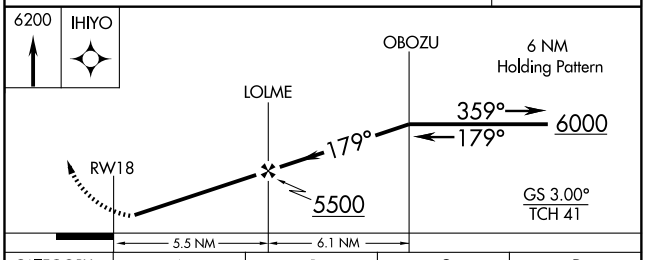
MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3945-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4014-1¼ 319 (400-1¼) | | | |
| LNAV MDA | 4160-1 465 (500-1) | | 4160-1¼ 465 (500-1¼) | 4160-1½ 465 (500-1½) |
| CIRCLING | 4280-1 574 (600-1) | | 4280-1½ 574 (600-1½) | 4280-2 574 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

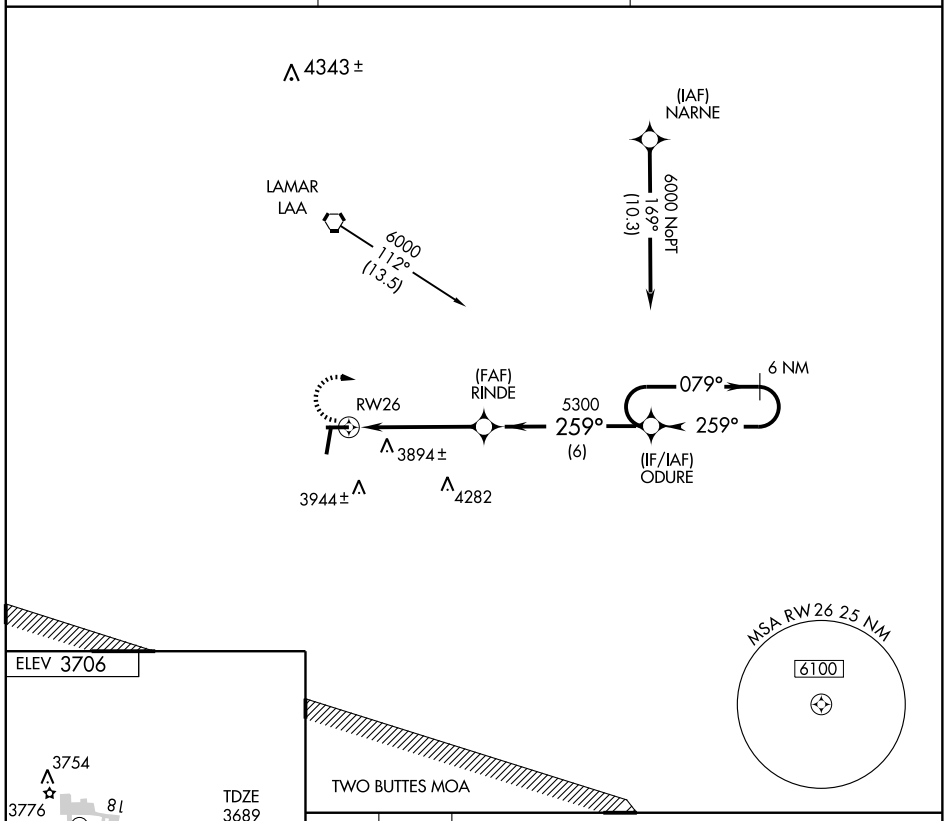
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 259° | TDZE | 3689 |
| | Apt Elev | 3706 |

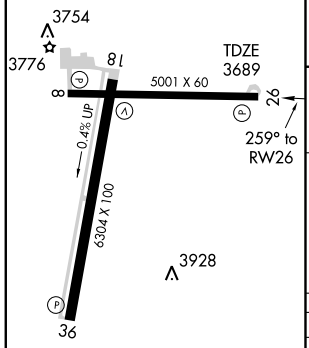
# RNAV (GPS) RWY 26
## LAMAR MUNI (LAA)

Circling NA at night to Rwy 26, 8, and 36.
Straight in NA at night to Rwy 26.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

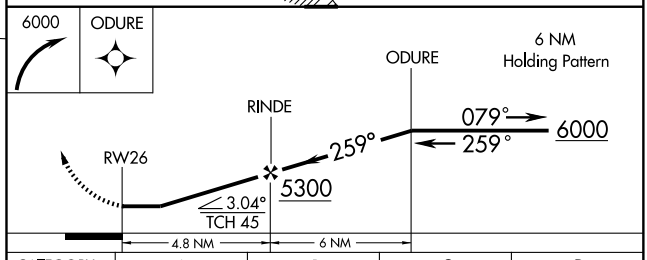
MISSED APPROACH: Climbing right turn to 6000 direct ODURE WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4180-1 491 (500-1) | | 4180-1¼ 491 (500-1¼) | 4180-1½ 491 (500-1½) |
| CIRCLING | 4420-1 714 (800-1) | | 4420-2 714 (800-2) | 4420-2¼ 714 (800-2¼) |

SW-1, 03 JUN 2010 to 01 JUL 2010

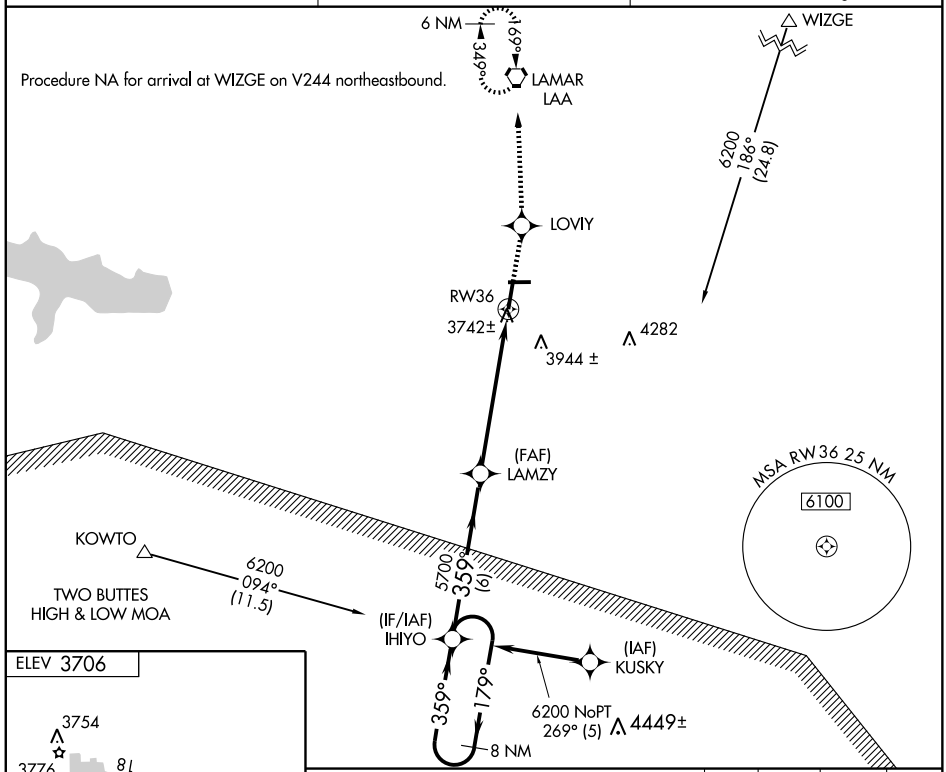
| WAAS Chan **99400** W36A | APP CRS **359°** | Rwy ldg **6304** TDZE **3706** Apt Elev **3706** |
|---|---|---|

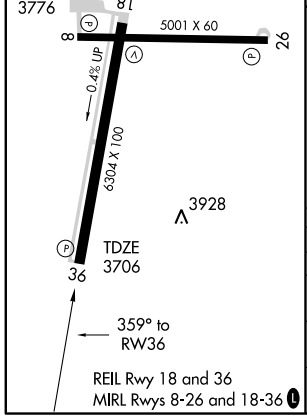
# RNAV (GPS) RWY 36
## LAMAR MUNI (LAA)

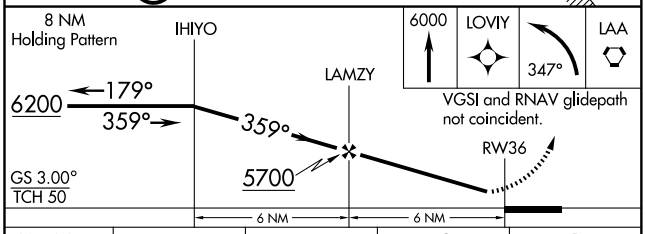
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -22°C (-7°F).
Straight-in minimums NA at night.
Circling to Rwy 36, 8, and 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| **135.625** | **133.4 377.175** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3956-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4250-2 544 (600-2) | | | |
| LNAV MDA | 4380-1 674 (700-1) | | 4380-2 674 (700-2) | 4380-2¼ 674 (700-2¼) |
| CIRCLING | 4420-2 714 (800-2) | | | 4420-2¼ 714 (800-2¼) |

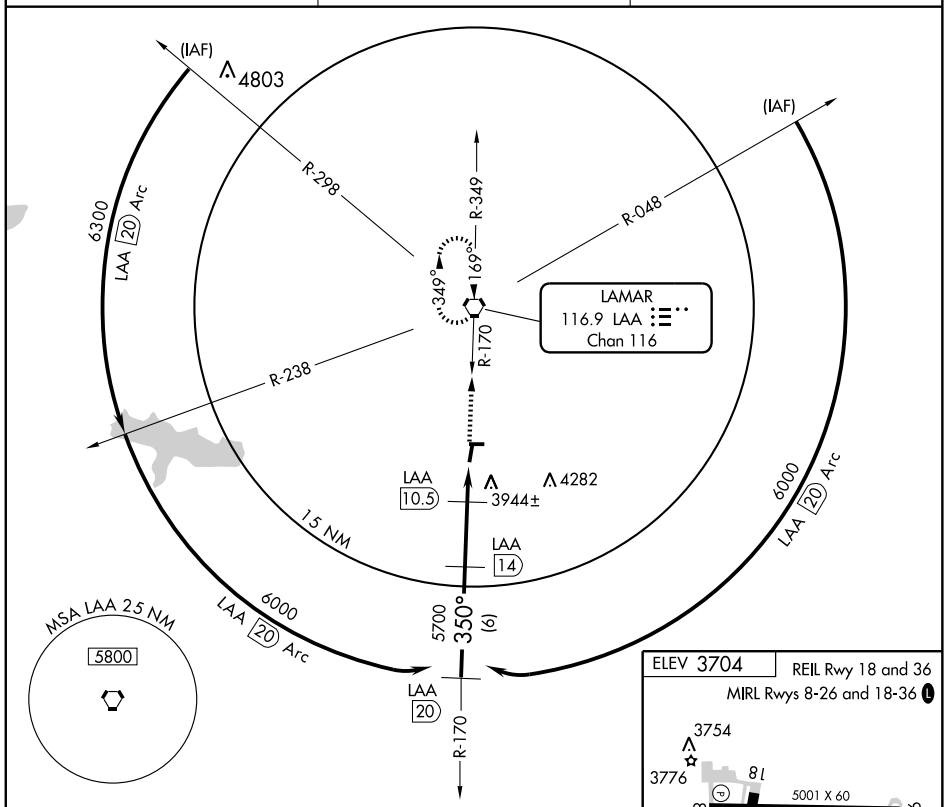
SW-1, 03 JUN 2010 to 01 JUL 2010

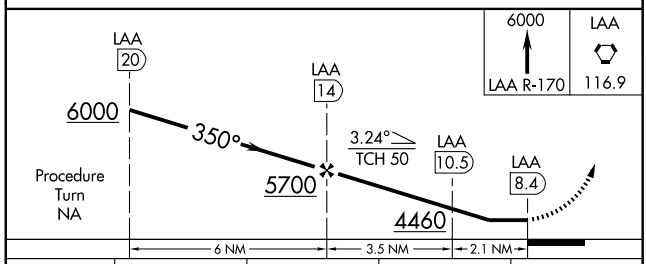
| VORTAC LAA 116.9 Chan 116 | APP CRS 350° | Rwy ldg 6304<br>TDZE 3704<br>Apt Elev 3704 |
|---|---|---|

# VOR/DME RWY 36
## LAMAR MUNI (LAA)

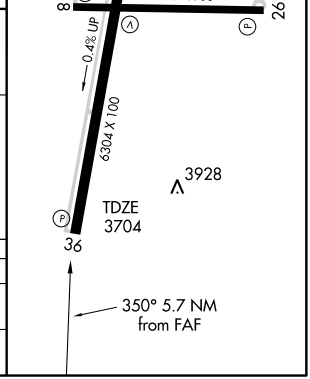
MISSED APPROACH: Climb to 6000 via LAA R-170 to LAA VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 4200-1 496 (500-1) | | 4200-1¼ 496 (500-1¼) | 4200-1½ 496 (500-1½) |
| CIRCLING | 4200-1 496 (500-1) | 4220-1 516 (600-1) | 4240-1½ 536 (600-1½) | 4260-2 556 (600-2) |



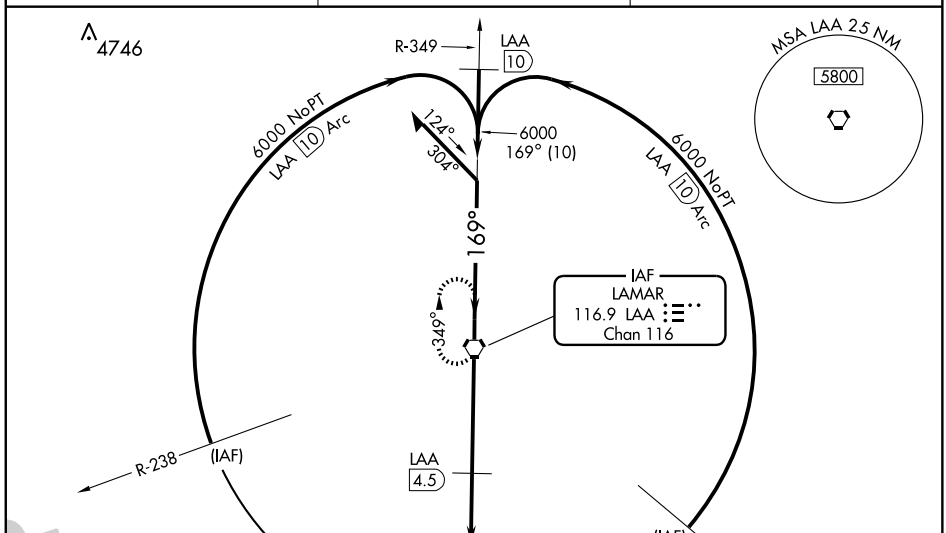

SW-1, 03 JUN 2010 to 01 JUL 2010

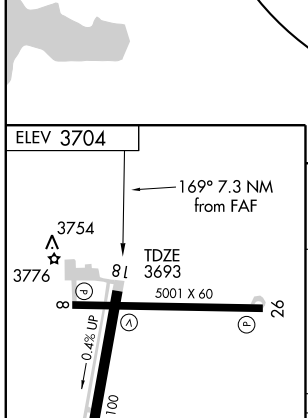
| VORTAC LAA 116.9 Chan 116 | APP CRS 169° | Rwy ldg 6304<br>TDZE 3693<br>Apt Elev 3704 |
|---|---|---|

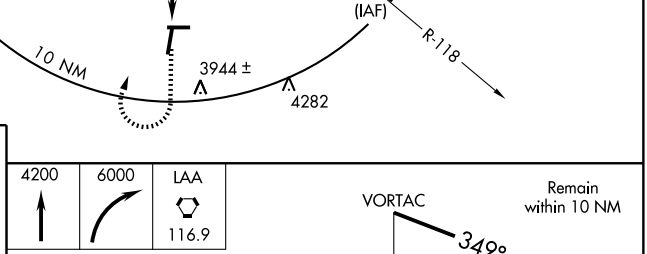
# VOR RWY 18
## LAMAR MUNI (LAA)

MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VORTAC and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 4540-1<br>847 (900-1) | 4540-1¼<br>847 (900-1¼) | 4540-2½<br>847 (900-2½) | 4540-2¾<br>847 (900-2¾) |
| CIRCLING | 4540-1<br>836 (900-1) | 4540-1¼<br>836 (900-1¼) | 4540-2½<br>836 (900-2½) | 4540-2¾<br>836 (900-2¾) |
| DME MINIMA | | | | |
| S-18 | 4040-1 347 (400-1) | | | 4040-1¼<br>347 (400-1¼) |
| CIRCLING | 4200-1<br>496 (500-1) | 4220-1<br>516 (600-1) | 4240-1½<br>536 (600-1½) | 4260-2<br>556 (600-2) |

FAF to MAP 7.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)



DENVER CENTER
119.85 363.15

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 364′ per NM to 13500.
Rwy 16: NA, ATC.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 71′ from DER, 378′ right of centerline, up to 100′ AGL/10042′ MSL.
Tree 37′ from DER, 140′ left of centerline, 100′ AGL/10019 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 16000 direct OLOWI and via 343° track to DAVVY. Then via assigned route.

| APP CRS | Rwy ldg | 6400 |
|---|---|---|
| 161° | TDZE | 9928 |
| | Apt Elev | 9928 |

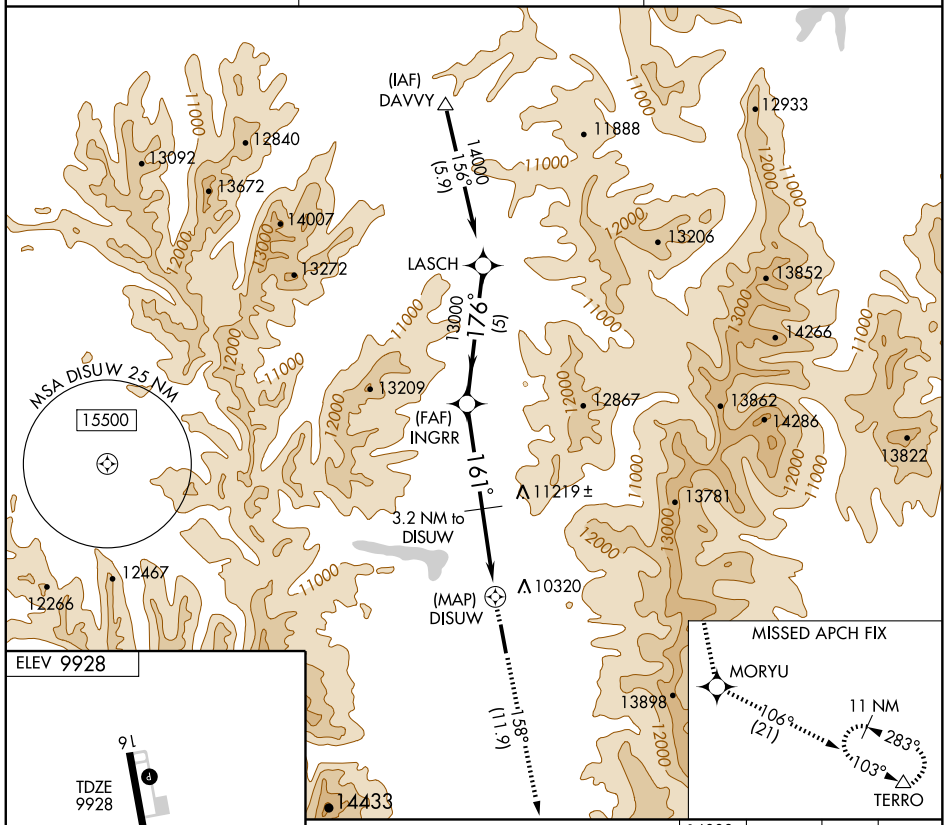
# GPS RWY 16

## LEADVILLE/LAKE COUNTY (LXV)

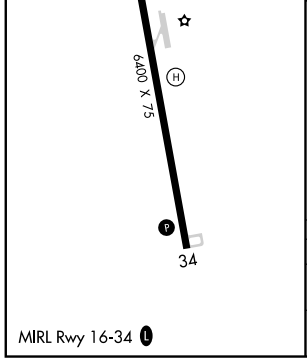
T
NA

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

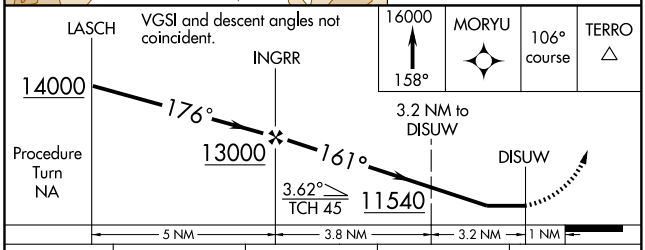
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 119.85 363.15 | 122.8 (CTAF) L |




ELEV 9928




MIRL Rwy 16-34 L

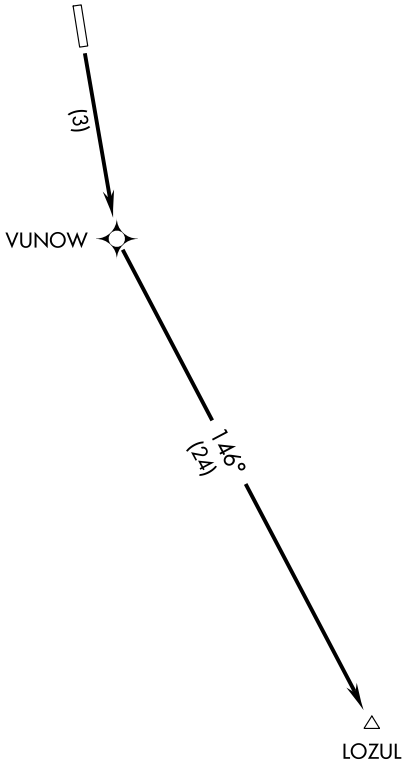



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 11360-1¼<br>1432 (1500-1¼) | 11360-1½<br>1432 (1500-1½) | NA | |
| CIRCLING | 11360-1¼<br>1432 (1500-1¼) | 11360-1½<br>1432 (1500-1½) | NA | |

SW-1, 03 JUN 2010 to 01 JUL 2010

# LOZUL TWO DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15




NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS
Rwy 16: Standard with minimum climb of 322′ per NM to 14300.
Rwy 34: NA, ATC.

TAKE-OFF OBSTACLE NOTE
Multiple trees beginning 47′ from DER, 453′ left of centerline, up to 100′ AGL/10079′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 16200′ direct VUNOW and via 146° track to LOZUL. Then via assigned route.

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 346° | TDZE | N/A |
| | Apt Elev | 5052 |

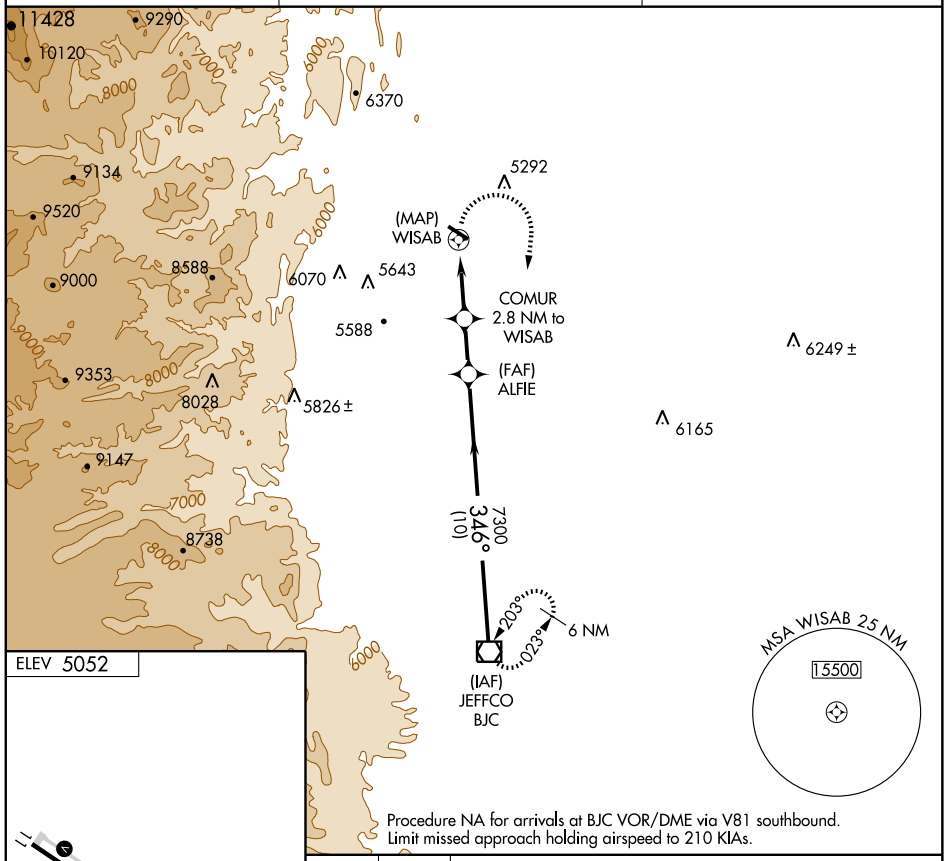
# RNAV (GPS)-B

## LONGMONT/ VANCE BRAND (LMO)

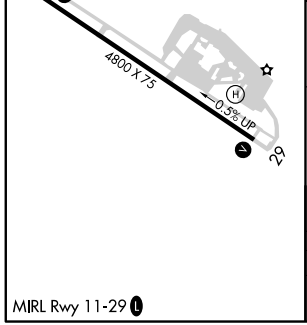
Use Denver Intl altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

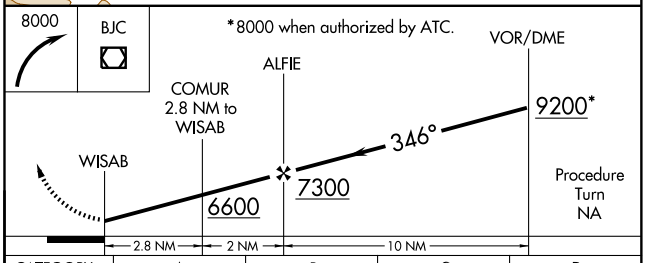
| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 126.1 360.75 | 122.975 (CTAF) L |




ELEV 5052




MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5700-1<br>648 (700-1) | 5720-1<br>668 (700-1) | 5740-2<br>688 (700-2) | 5740-2¼<br>688 (700-2¼) |

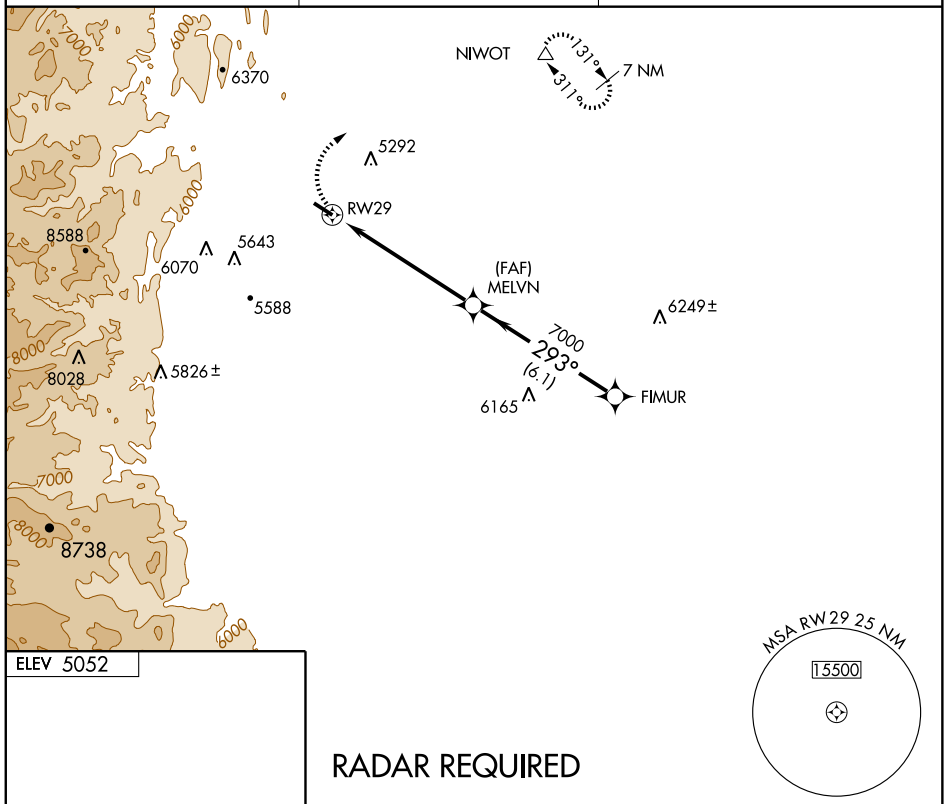
| APP CRS | Rwy ldg | 4800 |
|---|---|---|
| 293° | TDZE | 5044 |
| | Apt Elev | 5052 |

# RNAV (GPS) RWY 29
## LONGMONT/ VANCE BRAND (LMO)

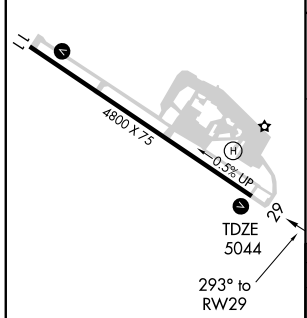
Use Denver Intl altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

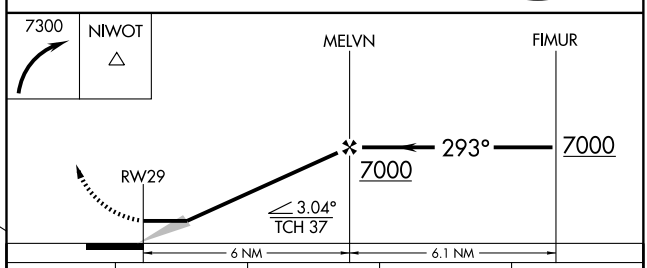
MISSED APPROACH: Climbing right turn to 7300 direct NIWOT WP and hold.

| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 126.1 360.75 | 122.975 (CTAF) L |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5640-1 596 (600-1) | | 5640-1½ 596 (600-1½) | 5640-1¾ 596 (600-1¾) |
| CIRCLING | 5700-1 648 (700-1) | 5720-1 668 (700-1) | 5740-2 688 (700-2) | 5740-2¼ 688 (700-2¼) |

MIRL Rwy 11-29 L

| VOR/DME BJC 115.4 Chan 101 | APP CRS 345° | Rwy ldg N/A TDZE N/A Apt Elev 5052 |
|---|---|---|

# VOR/DME-A

LONGMONT/ VANCE BRAND (LMO)

NA

Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 126.1 360.75 | 122.975 (CTAF) L |

Procedure NA for arrivals at BJC VOR/DME via V81 southbound.
Limit missed approach holding airspeed to 210 KIAs.

11428 9290 10120 6370 9134 9520 9000 8588 6070 5292 5219± 5643 5588 9353 8028 5826± 6249± 6165 9147 8738

WISAB BJC 14.8
COMUR BJC 12
ALFIE BJC 10 RADAR
345° (10)
7300
10 NM
R-023
203°
023°
IF/IAF JEFFCO 115.4 BJC Chan 101

MSA BJC 25 NM
180°
7700
14800
320°

ELEV 5052 MIRL Rwy 11-29 L

11 4800 X 75 0.5% UP H 29

345° 4.8 NM from FAF

8000 BJC 115.4

VOR/DME 9200*

ALFIE BJC 10 RADAR

COMUR BJC 12

WISAB BJC 14.8

345° 7300 6600

Procedure Turn NA

*8000 when authorized by ATC

2.8 NM 2 NM 10 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5700-1 648 (700-1) | 5720-1 668 (700-1) | 5740-2 688 (700-2) | 5740-2¼ 688 (700-2¼) |

SW-1, 03 JUN 2010 to 01 JUL 2010

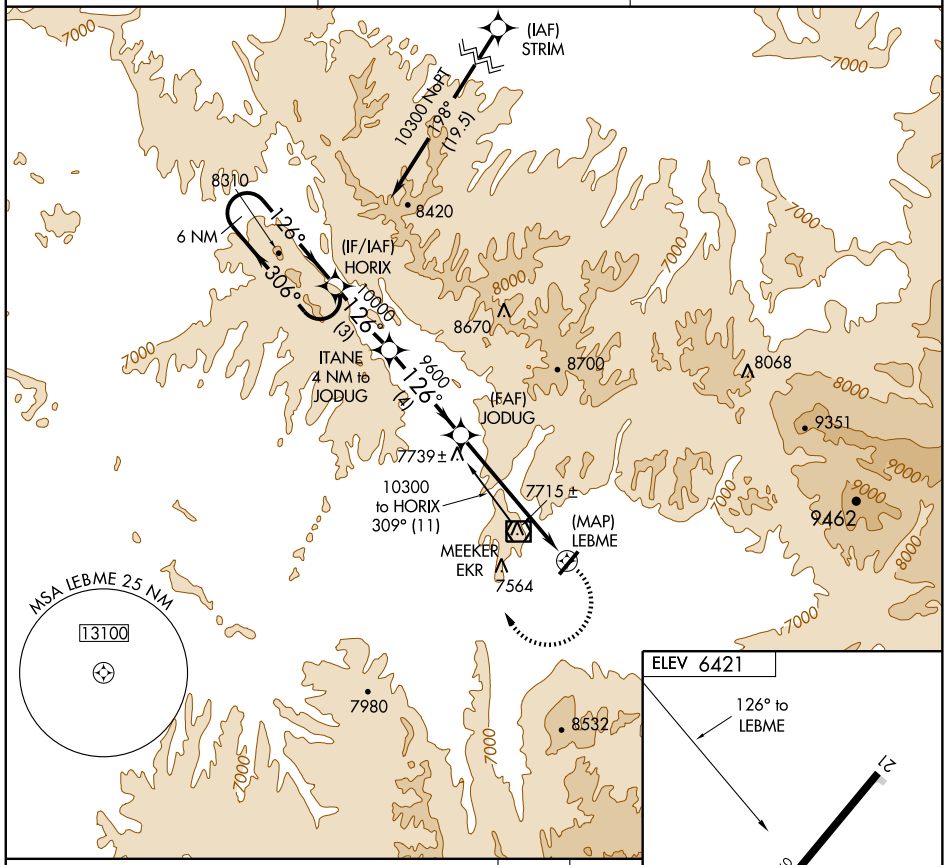
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 126° | TDZE | N/A |
| | Apt Elev | 6421 |

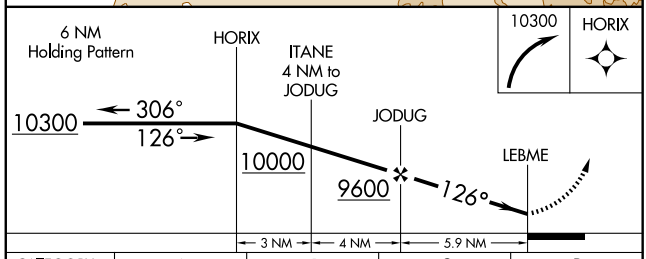
# RNAV (GPS)-B
## MEEKER (EEO)

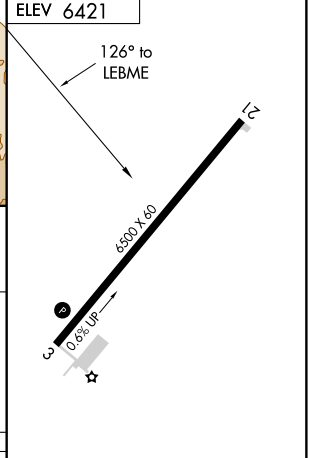
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7960-1¼<br>1539 (1600-1¼) | 7960-1½<br>1539 (1600-1½) | 7960-3<br>1539 (1600-3) | NA |

REIL Rwy 3 L
MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

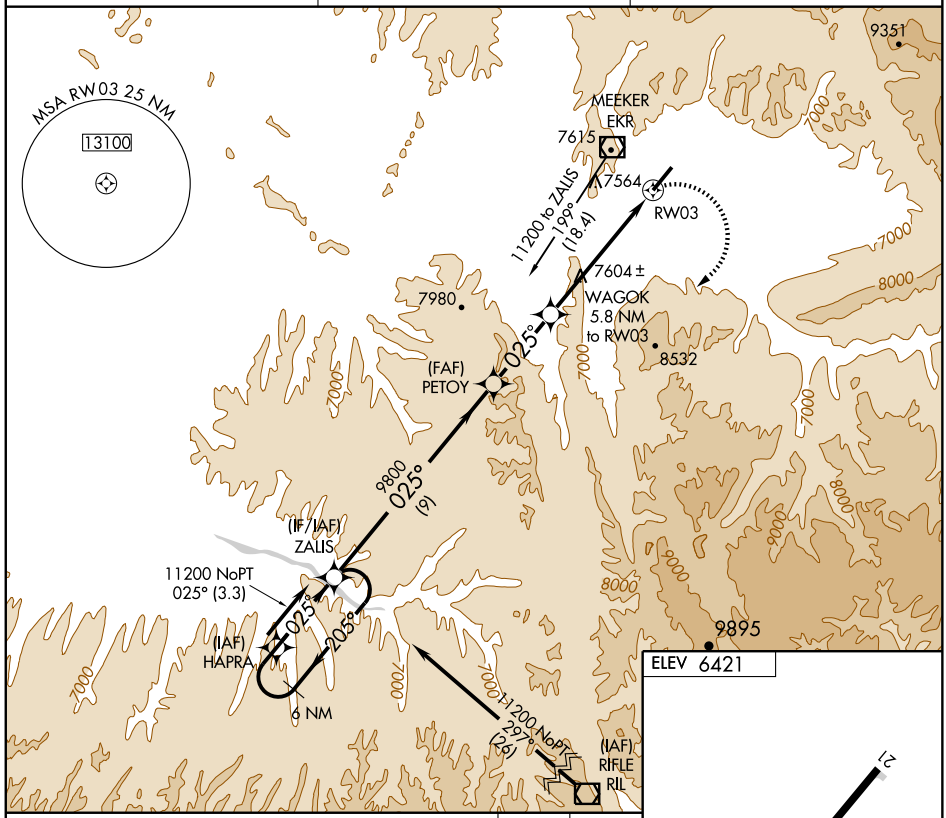
# RNAV (GPS) RWY 3
## MEEKER (EEO)

| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 025° | TDZE | 6367 |
| | Apt Elev | 6421 |

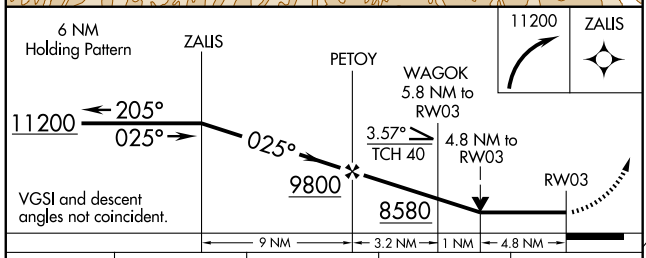
Circling NA west of Rwy 3-21.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 11200 direct ZALIS and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 6421



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7920-1¼ 1553 (1500-1¼) | 7920-1½ 1553 (1500-1½) | 7920-3 1553 (1500-3) | NA |
| CIRCLING | 7920-1¼ 1499 (1500-1¼) | 7920-1½ 1499 (1500-1½) | 7920-3 1499 (1500-3) | NA |

REIL Rwy 3 L
MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME EKR | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.2 | 107° | TDZE | N/A |
| Chan 99 | | Apt Elev | 6421 |

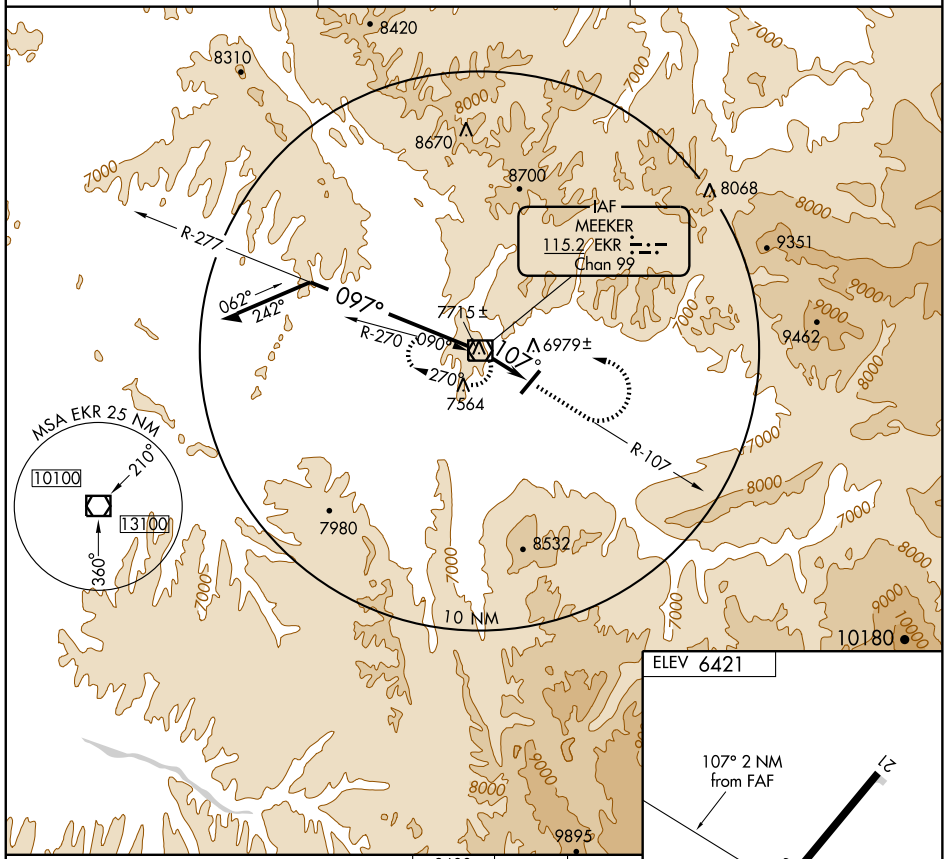
# VOR-A
## MEEKER (EEO)

NA

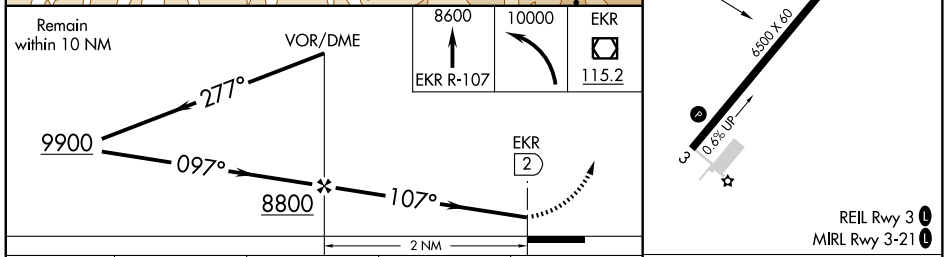
Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 6421




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8000-1¼ 1579 (1600-1¼) | 8000-1½ 1579 (1600-1½) | 8000-3 1579 (1600-3) | NA |

| FAF to MAP 2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:00 | 1:20 | 1:00 | 0:48 | 0:40 |

| APP CRS | Rwy ldg | 5900 |
|---|---|---|
| 197° | TDZE | 7605 |
| | Apt Elev | 7608 |

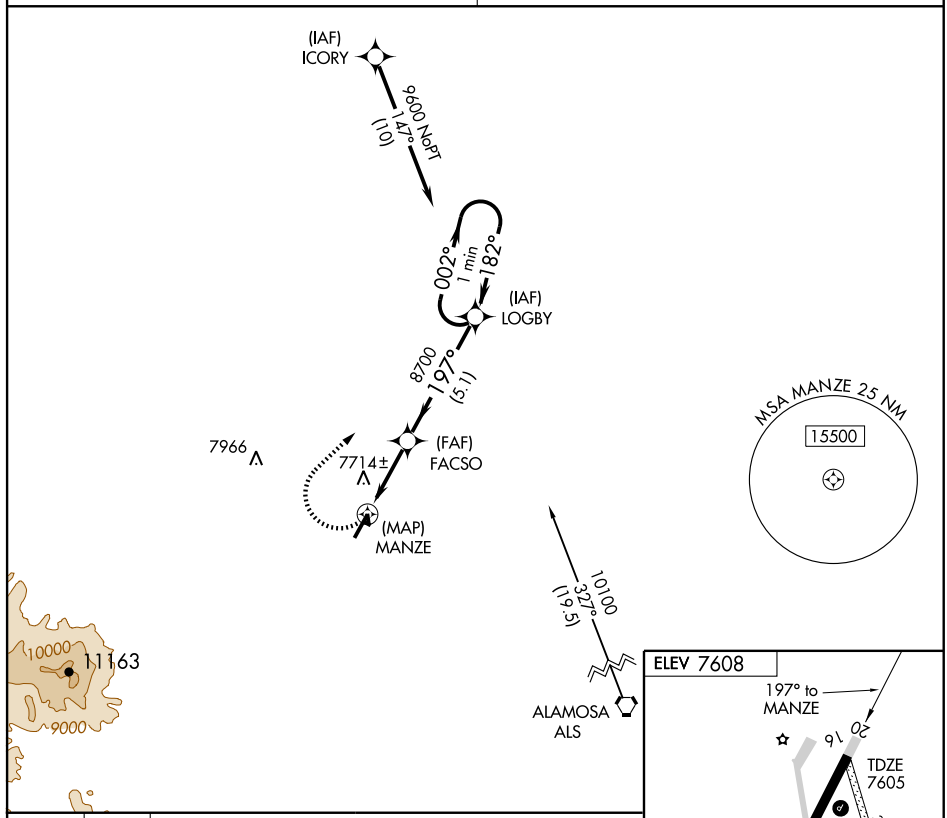
# GPS RWY 20
## MONTE VISTA MUNI (MVI)

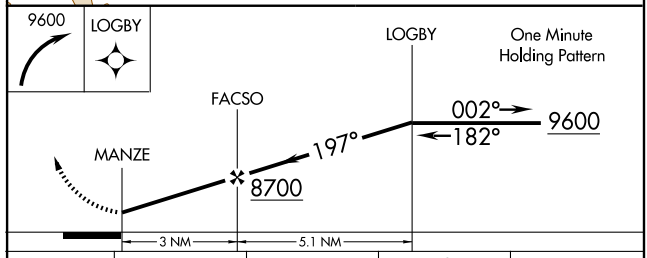
NA

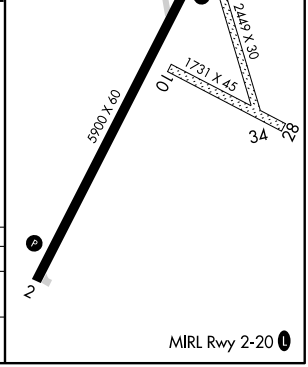
Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 9600 direct LOGBY WP and hold.

| DENVER CENTER | UNICOM |
|---|---|
| 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 8000-1 395 (400-1) | | | 8000-1¼ 395 (400-1¼) |
| CIRCLING | 8060-1 452 (500-1) | | 8060-1½ 452 (500-1½) | 8160-2 552 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

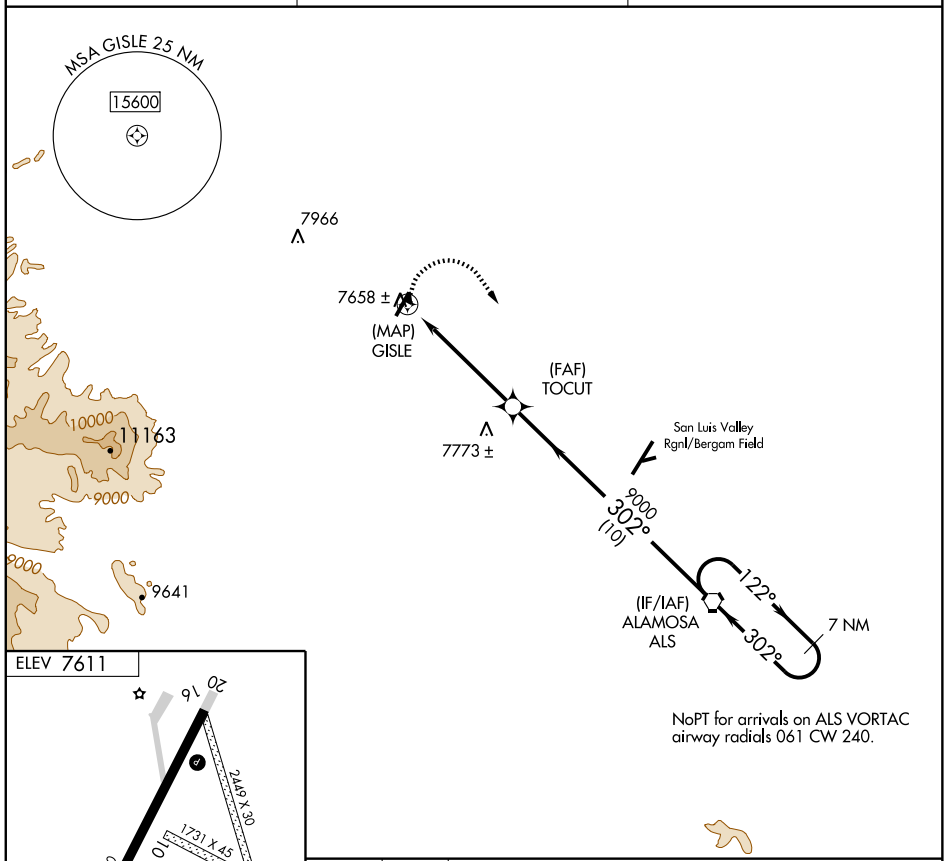
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 302° | TDZE | N/A |
| | Apt Elev | 7611 |

# RNAV (GPS)-B
## MONTE VISTA MUNI (MVI)

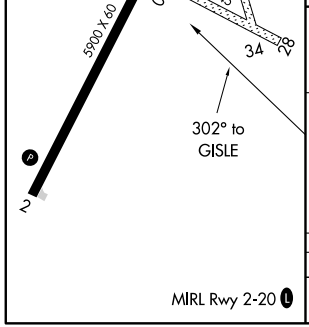
Use Alamosa altimeter setting.
Circling to RWY 10-28 and RWY 16-34 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

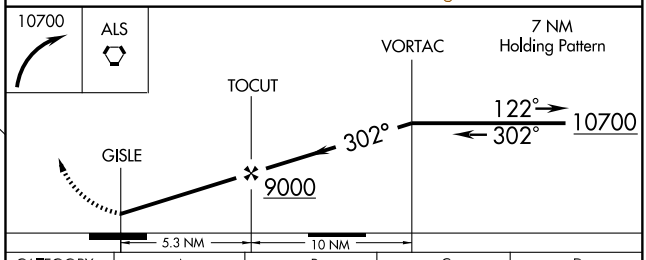
| ALAMOSA ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




NoPT for arrivals on ALS VORTAC airway radials 061 CW 240.




MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8020-1<br>409 (500-1) | 8080-1<br>469 (500-1) | 8080-1 ½<br>469 (500-1½) | 8180-2<br>569 (600-2) |

| VORTAC ALS | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.9 | 301° | TDZE | N/A |
| Chan 86 | | Apt Elev | 7611 |

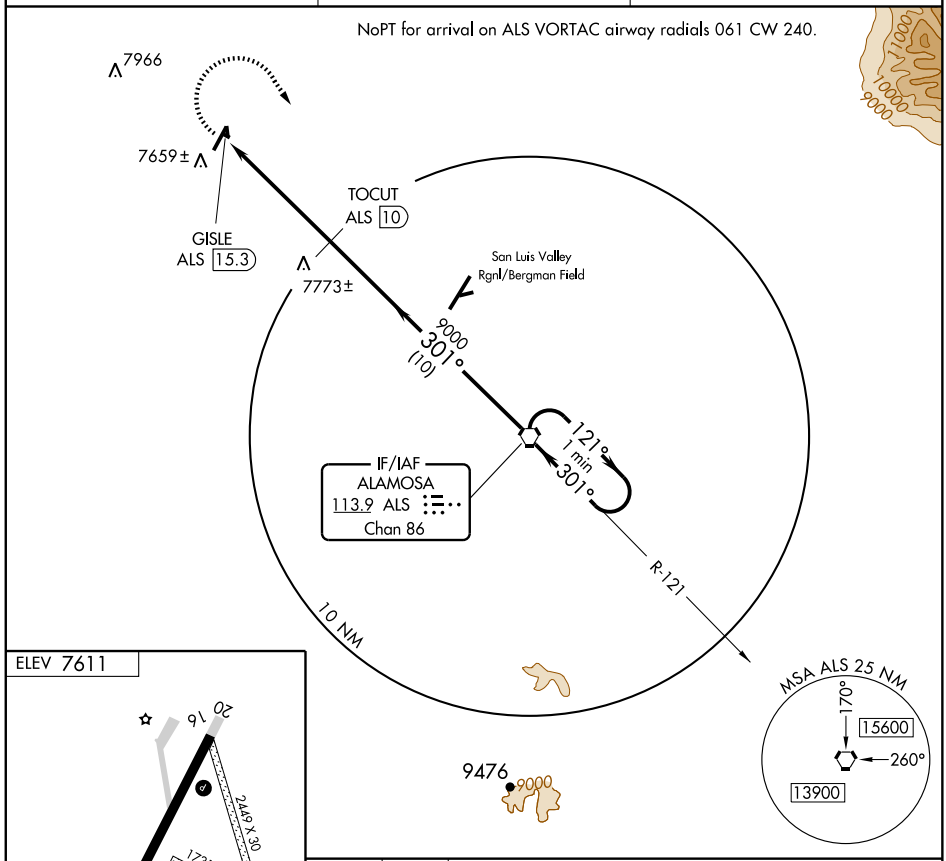
# VOR/DME-A

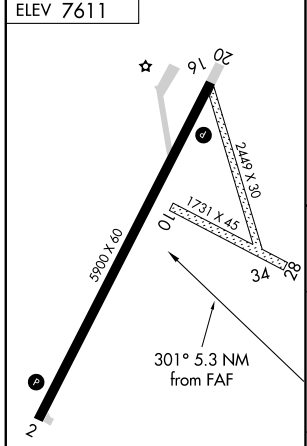
## MONTE VISTA MUNI (MVI)

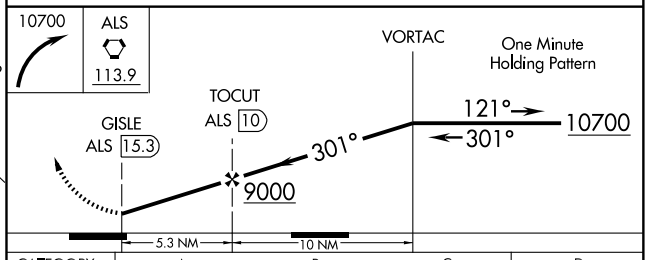
Circling to Rwy 10-28 and Rwy 16-34 NA. Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

| ALAMOSA ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8020-1<br>409 (500-1) | 8080-1<br>469 (500-1) | 8080-1 ½<br>469 (500-1½) | 8180-2<br>569 (600-2) |

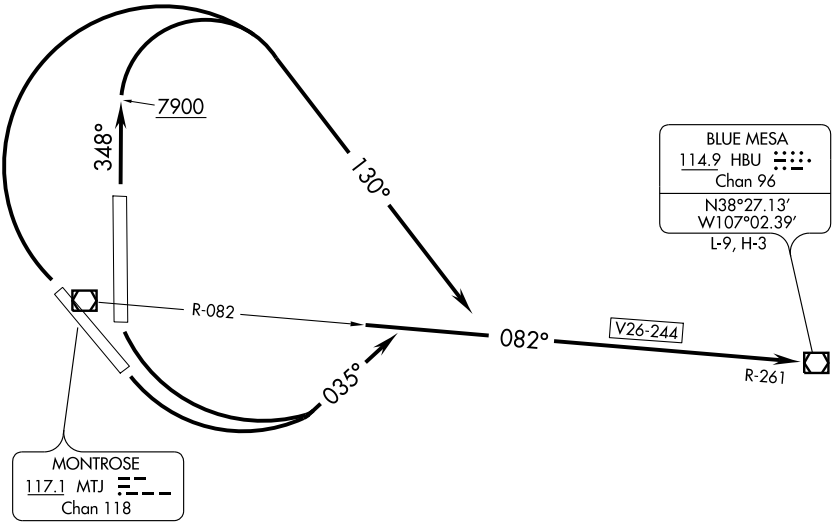
MIRL Rwy 2-20 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# BLUE MESA ONE DEPARTURE

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8




TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

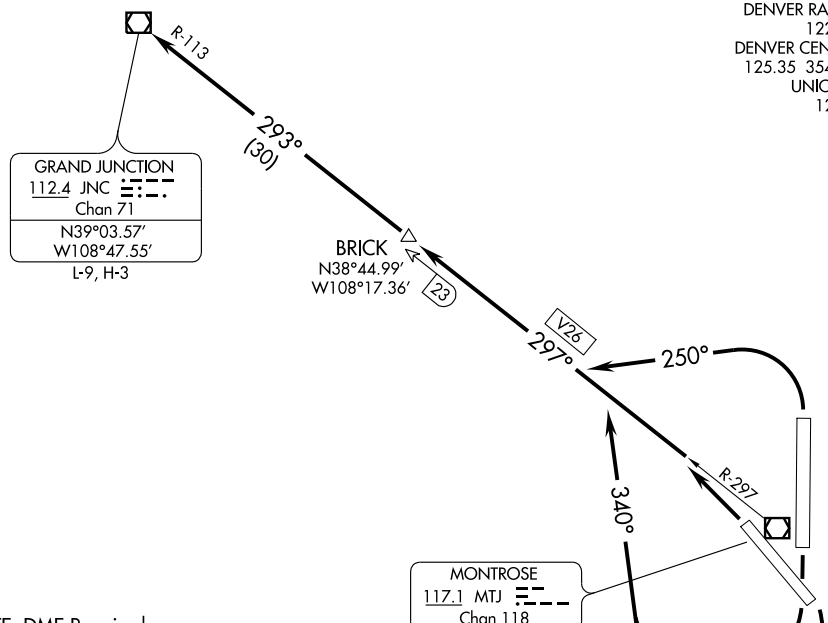
TAKE-OFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

SW-1, 03 JUN 2010 to 01 JUL 2010

# BRICK ONE DEPARTURE



DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8




NOTE: DME Required.

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 7900.
Rwy 17: Standard with minimum climb of 260′ per NM to 7800.
Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

TAKE-OFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

. . . . Via V26 to JNC VOR/DME.

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC I-MTJ | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.3 | 168° | TDZE | 5704 |
| | | Apt Elev | 5759 |

# ILS or LOC/DME RWY 17

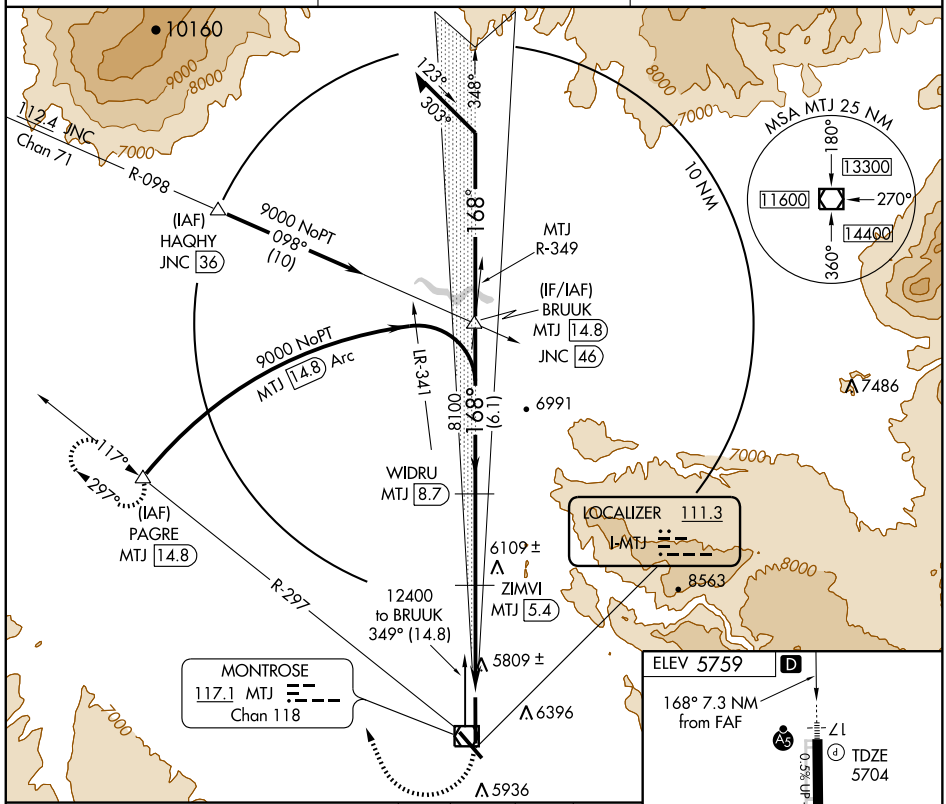
## MONTROSE RGNL (MTJ)

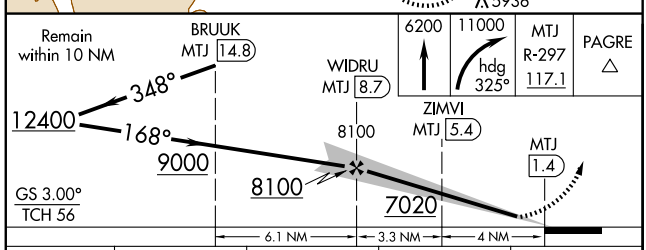
DME required.
DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required.

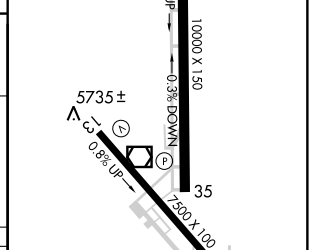
MALSR

MISSED APPROACH: Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 5904-½ 200 (200-½) | | | |
| S-LOC 17 | 6060-½ 356 (400-½) | | | 6060-¾ 356 (400-¾) |
| CIRCLING | 6240-1 481 (500-1) | 6300-1 541 (600-1) | 6660-2¾ 901 (1000-2¾) | 6700-3 941 (1000-3) |

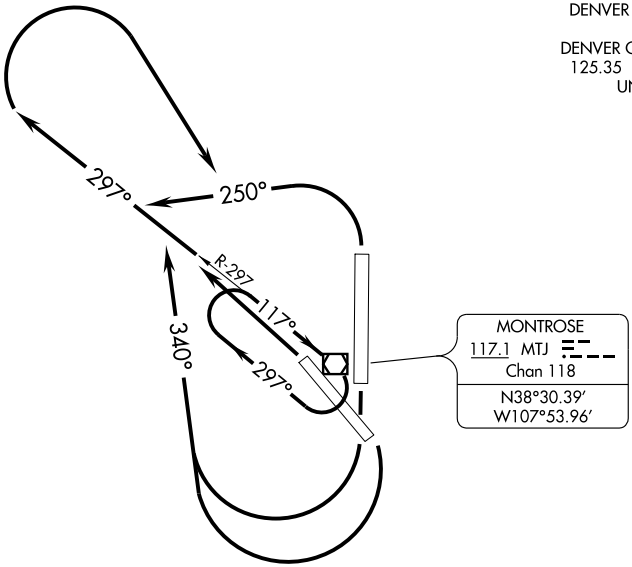
REIL Rwys 13, 31, and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# MONTROSE ONE DEPARTURE (OBSTACLE)



DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8




TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwy 17: Standard with minimum climb of 260′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.

Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.

Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course.

TAKE-OFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

SW-1, 03 JUN 2010 to 01 JUL 2010

MONTROSE, COLORADO

AL-668 (FAA)

| APP CRS | Rwy ldg | 7500 |
|---|---|---|
| 127° | TDZE | 5719 |
| | Apt Elev | 5759 |

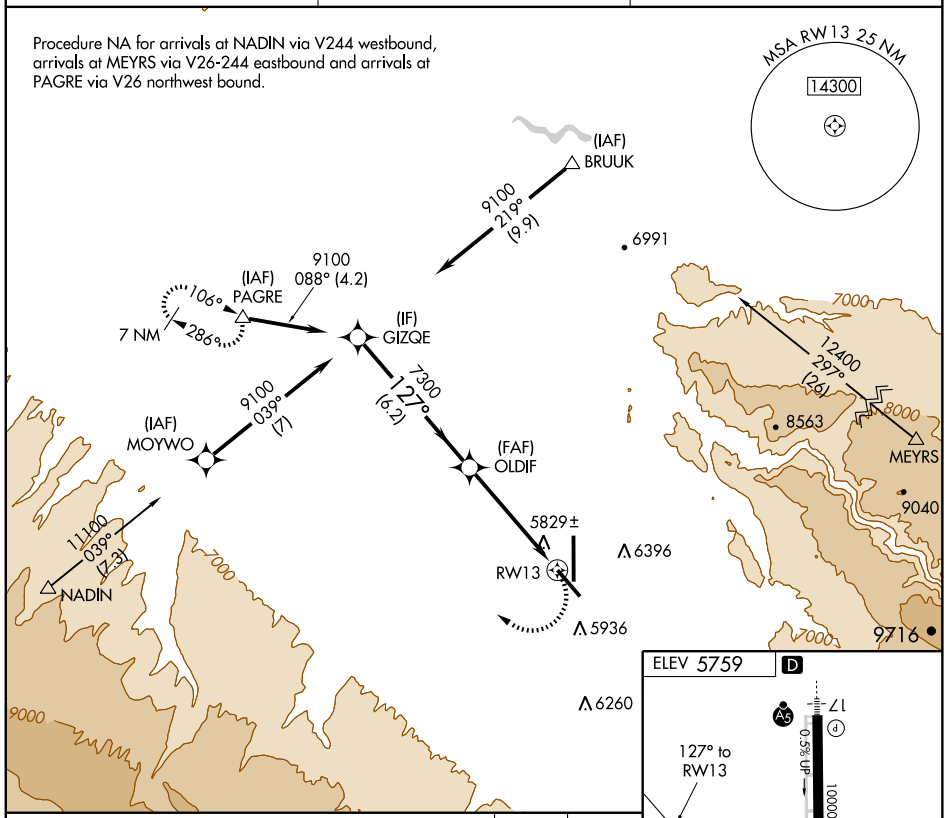
# RNAV (GPS) RWY 13
## MONTROSE RGNL (MTJ)

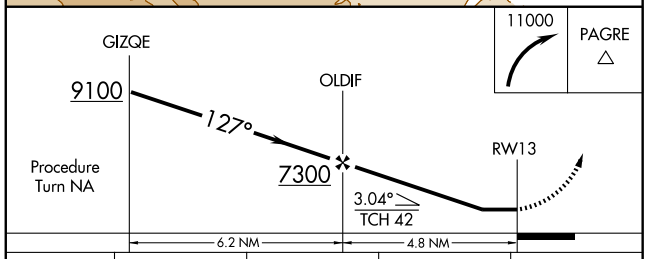
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

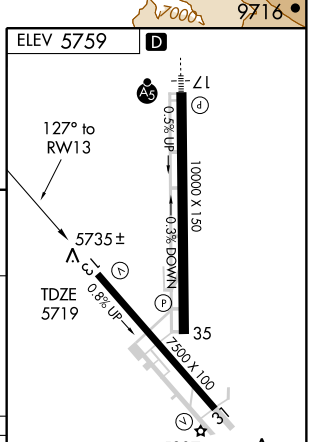
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |

Procedure NA for arrivals at NADIN via V244 westbound, arrivals at MEYRS via V26-244 eastbound and arrivals at PAGRE via V26 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6160-1 441 (500-1) | | 6160-1¼ 441 (500-1¼) | 6160-1½ 441 (500-1½) |
| CIRCLING | 6240-1 481 (500-1) | 6300-1 541 (600-1) | 6660-2¾ 901 (1000-2¾) | 6700-3 941 (1000-3) |

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 03 JUN 2010 to 01 JUL 2010

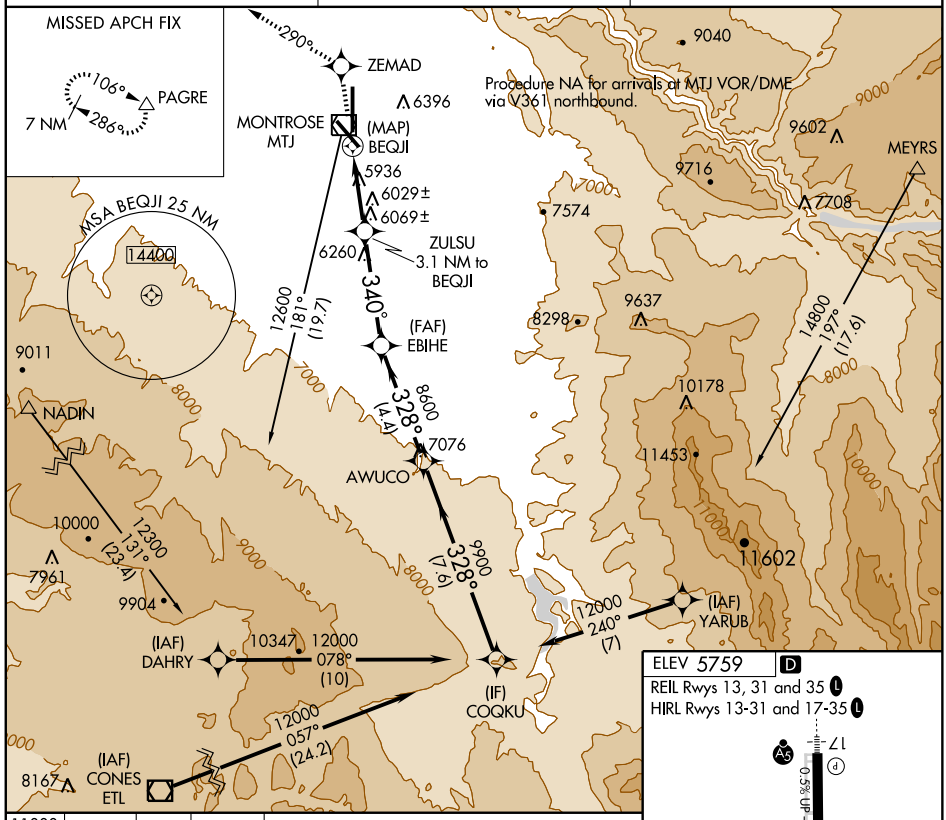
| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 340° | TDZE | 5730 |
| | Apt Elev | 5759 |

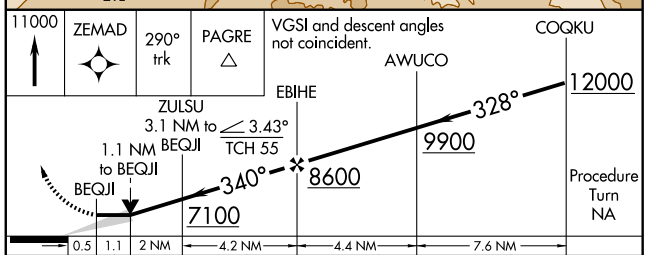
# RNAV (GPS) RWY 35
## MONTROSE RGNL (MTJ)

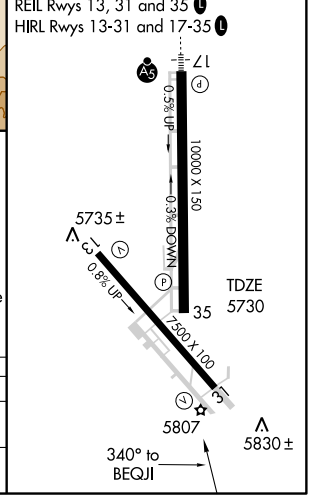
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD and via 290° track to PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6280-1 550 (600-1) | | 6280-1½ 550 (600-1½) | 6280-1¾ 550 (600-1¾) |
| CIRCLING | 6280-1 521 (600-1) | 6300-1 541 (600-1) | 6660-2¾ 901 (1000-2¾) | 6700-3 941 (1000-3) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 168° | TDZE | 5704 |
| | Apt Elev | 5759 |

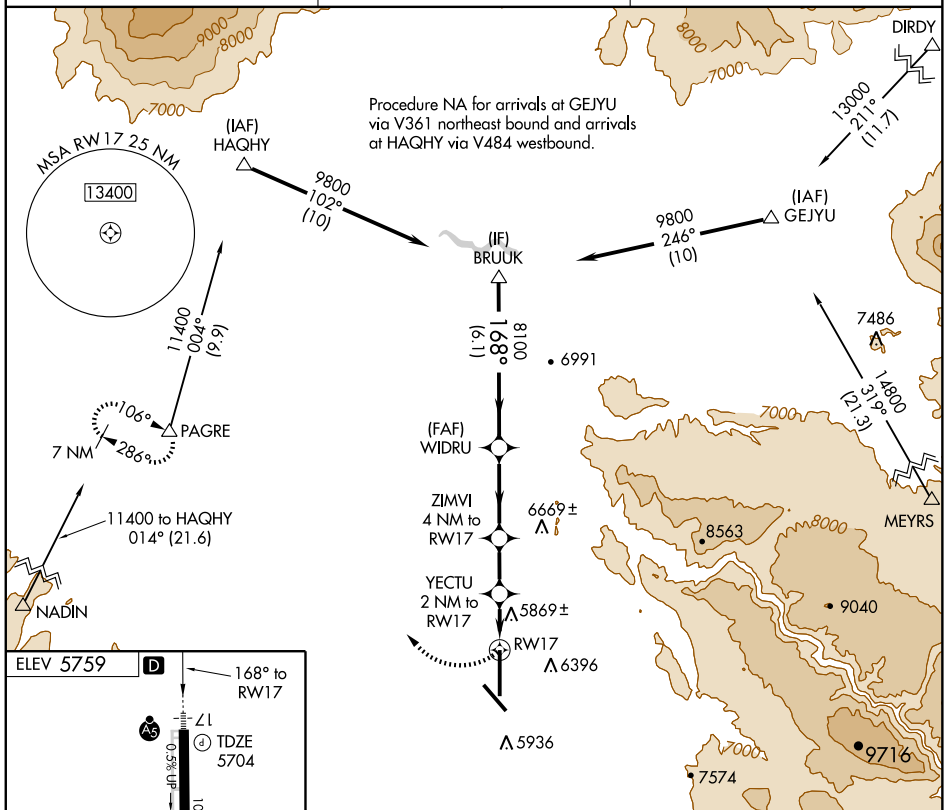
# RNAV (GPS) Y RWY 17
## MONTROSE RGNL (MTJ)

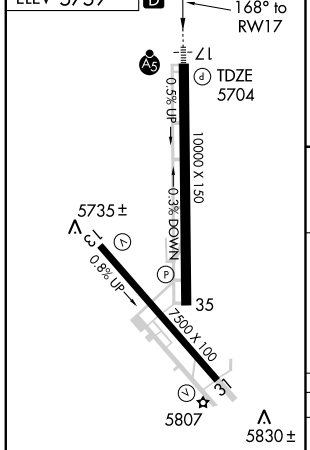
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

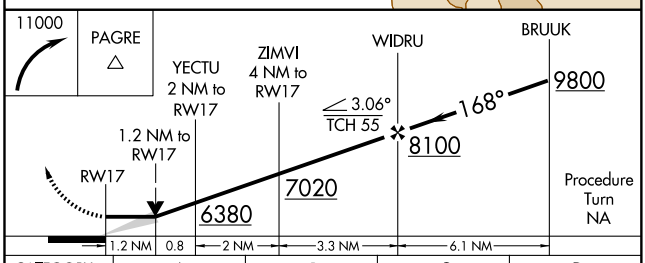
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |




REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6120-½ 416 (400-½) | | 6120-¾ 416 (400-¾) | 6120-1 416 (400-1) |
| CIRCLING | 6240-1 481 (500-1) | 6300-1 541 (600-1) | 6660-2¾ 901 (1000-2¾) | 6700-3 941 (1000-3) |

| WAAS CH 40411 W17A | APP CRS 168° | Rwy ldg 10000 TDZE 5704 Apt Elev 5759 |
|---|---|---|

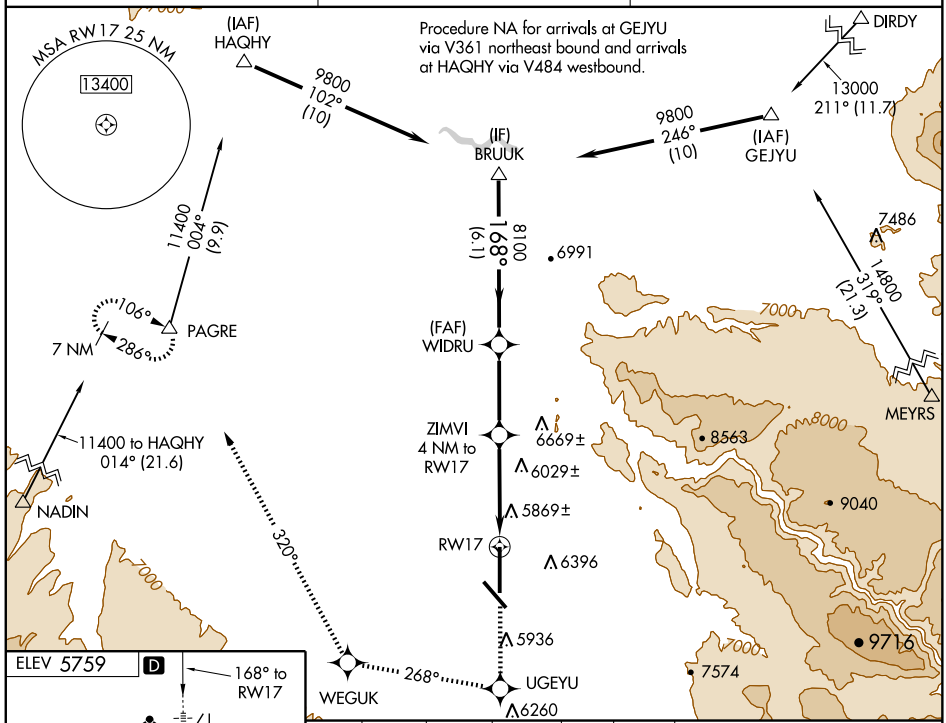
# RNAV (GPS) Z RWY 17
## MONTROSE RGNL (MTJ)

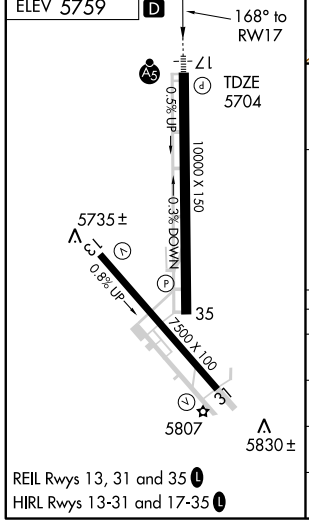
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

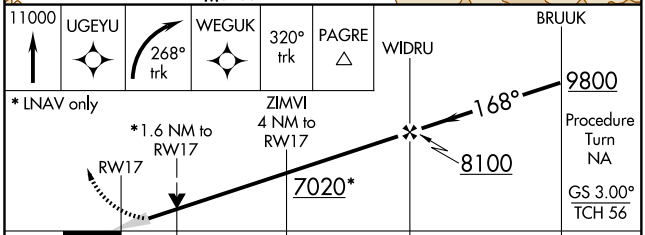
MALSR

MISSED APPROACH: Climb to 11000 direct UGEYU and right turn via 268° track to WEGUK and via 320° track to PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5928-½ 224 (200-½) | | | |
| LNAV/VNAV DA | 6388-2 684 (700-2) | | | |
| LNAV MDA | 6260-½ 556 (600-½) | | 6260-1 556 (600-1) | 6260-1¼ 556 (600-1¼) |
| CIRCLING | 6260-1 501 (600-1) | 6300-1 541 (600-1) | 6660-2¾ 901 (1000-2¾) | 6700-3 941 (1000-3) |

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME MTJ 117.1 Chan 118 | APP CRS 117° | Rwy ldg 7500<br>TDZE 5719<br>Apt Elev 5759 |
|---|---|---|

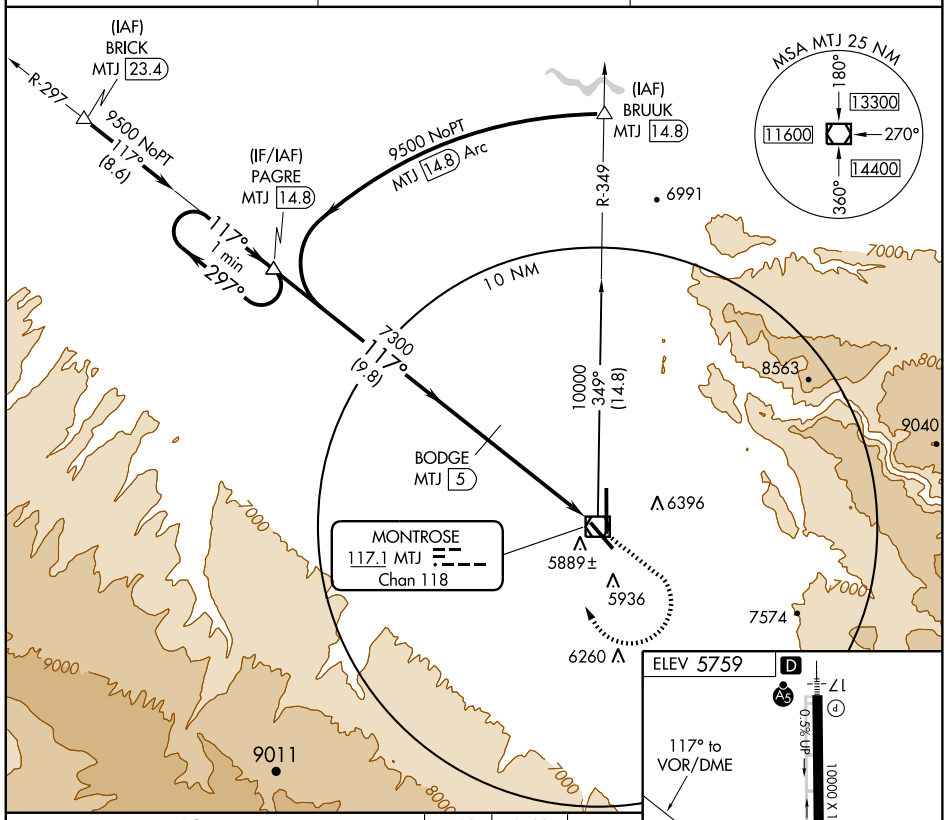
# VOR/DME RWY 13

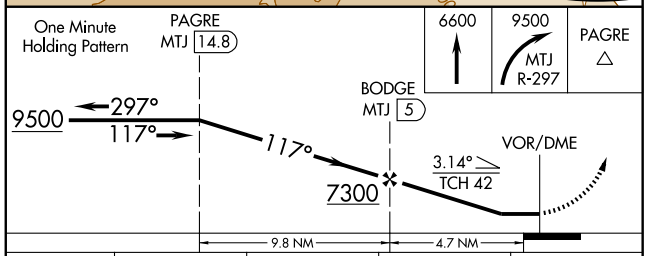
## MONTROSE RGNL (MTJ)

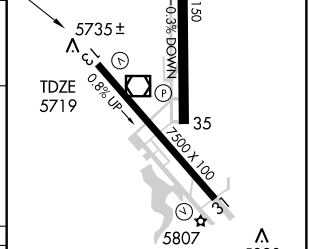
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 via MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 125.35 354.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 6140-1 421 (400-1) | | 6140-1¼ 421 (400-1¼) | |
| CIRCLING | 6240-1<br>481 (500-1) | 6300-1<br>541 (600-1) | 6660-2¾<br>901 (1000-2¾) | 6700-3<br>941 (1000-3) |

REIL Rwys 13, 31 and 35 L

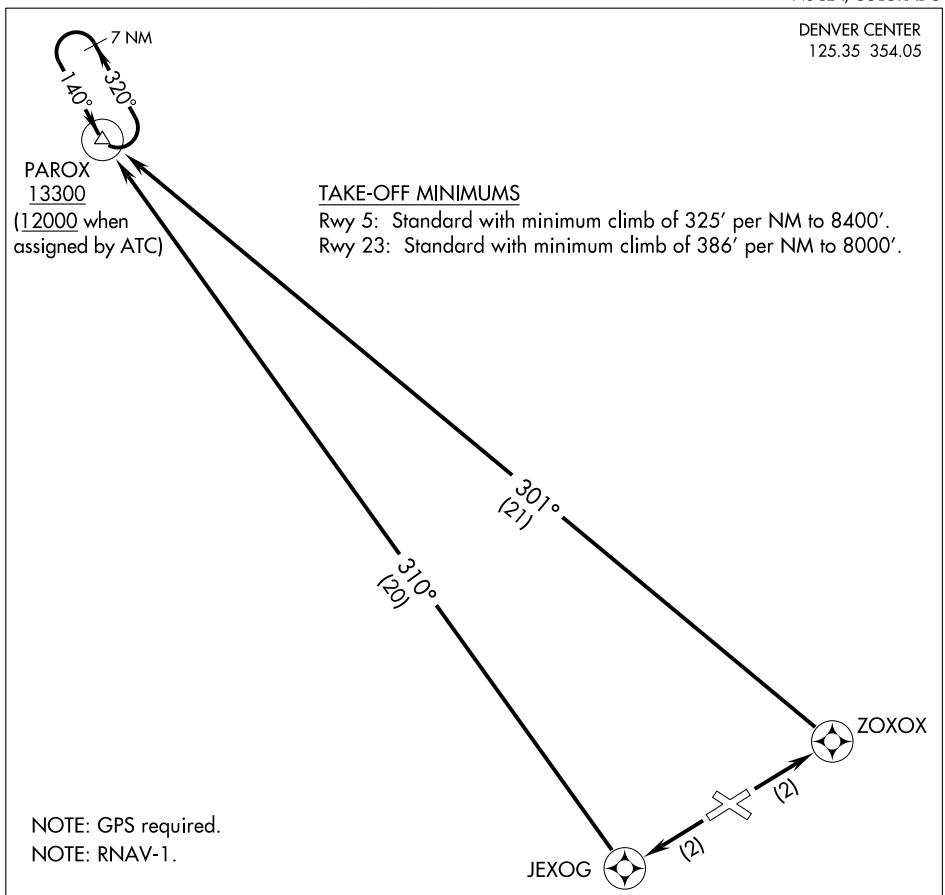
HIRL Rwys 13-31 and 17-35 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# NUCLA ONE DEPARTURE (RNAV) (OBSTACLE)

NUCLA/HOPKINS FIELD (AIB)
NUCLA, COLORADO

DENVER CENTER
125.35 354.05




TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 325′ per NM to 8400′.
Rwy 23: Standard with minimum climb of 386′ per NM to 8000′.

NOTE: GPS required.
NOTE: RNAV-1.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15′ AGL/5962′ MSL.
Tree 202′ from DER, 309′ right of centerline, 20′ AGL/5979′ MSL.
Rwy 23: Tree 13′ from DER, 181′ right of centerline, 20′ AGL/5905′ MSL.
Vehicle on road 209′ from DER, left and right of centerline, 15′ AGL/ 5922′ MSL.
Tree 125′ from DER, 91′ left of centerline, 20′ AGL/ 5902′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .

TAKE-OFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

NUCLA, COLORADO

AL-9483 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 126° | TDZE | N/A |
| | Apt Elev | 5940 |

# RNAV (GPS)-A

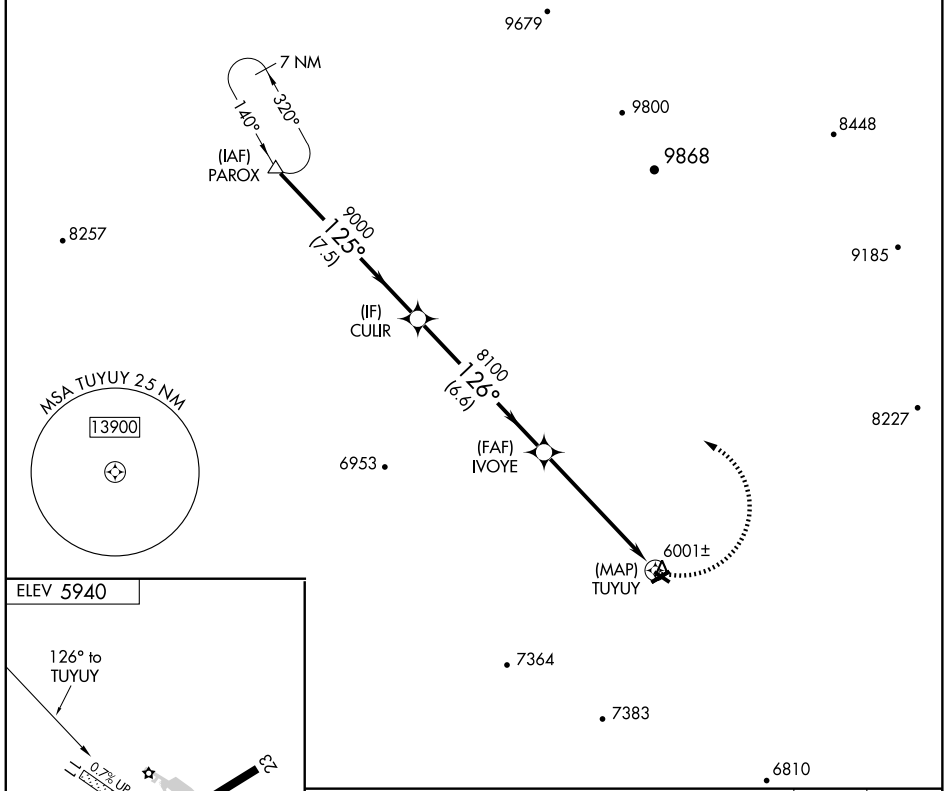
NUCLA/ HOPKINS FIELD (AIB)

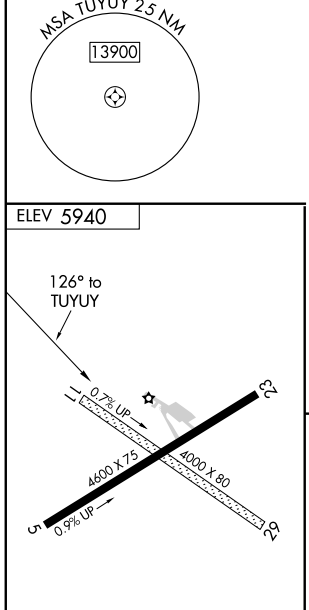
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling to Rwys 11/29 NA.

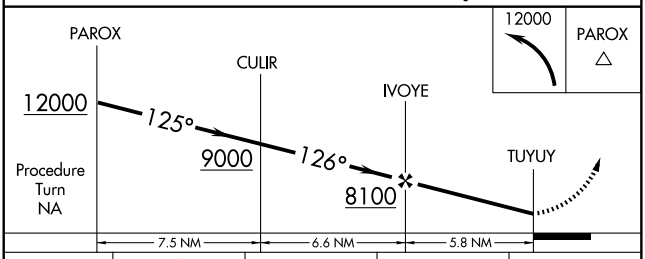
MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 132.525 | 125.35 354.05 | 122.8 (CTAF) |

NoPT for arrival at PAROX on V391 southbound.
All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6600-1 660 (700-1) | | 6600-1¾ 660 (700-1¾) | NA |

MIRL Rwy 5-23

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 349° | TDZE | N/A |
| | Apt Elev | 7664 |

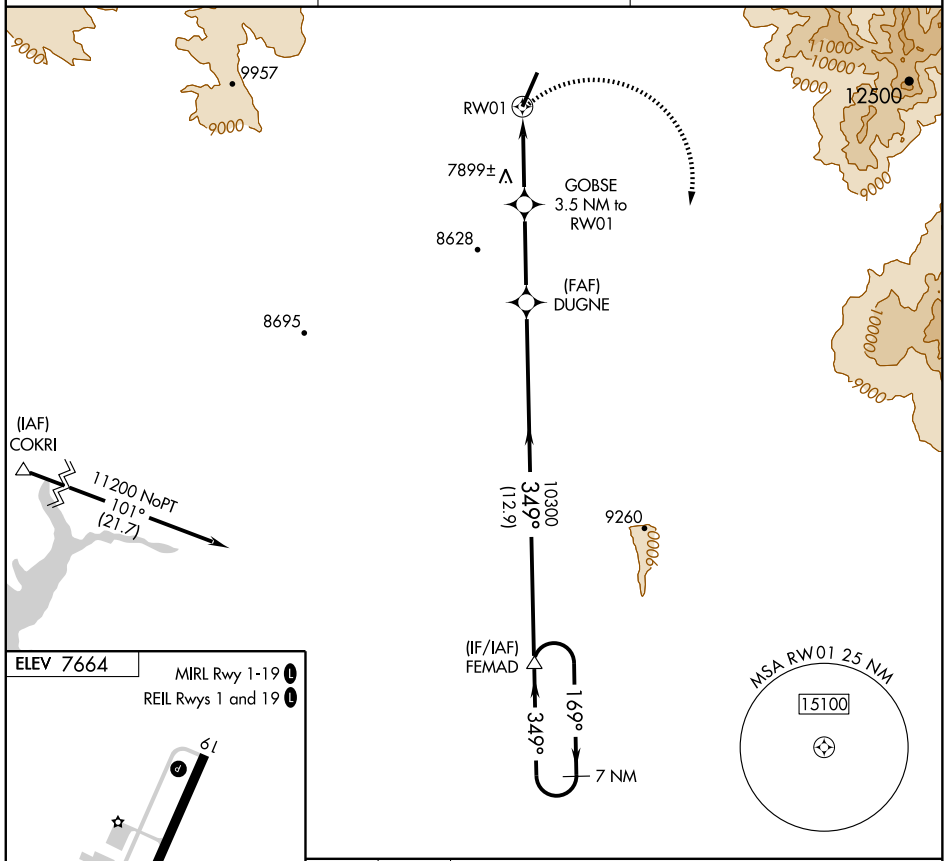
# RNAV (GPS)-A

## PAGOSA SPRINGS / STEVENS FIELD (PSO)

Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Durango altimeter setting: increase all MDAs 220 feet and visibility Cat. A ¼ mile, Cat. B ½ mile, Cat. C 1 mile.

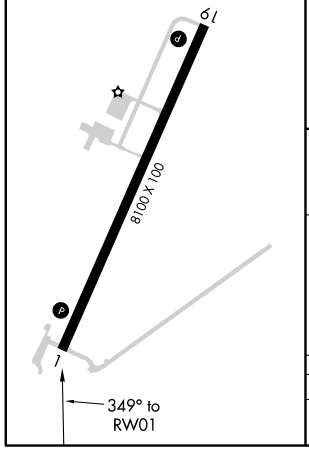
MISSED APPROACH: Climbing right turn to 11200 direct FEMAD and hold.

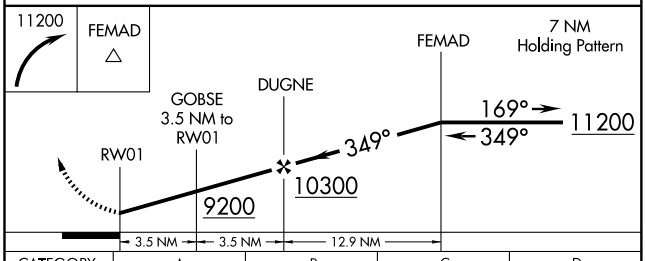
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 127.175 | 118.575 348.7 | 122.7 (CTAF) L |




ELEV 7664

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



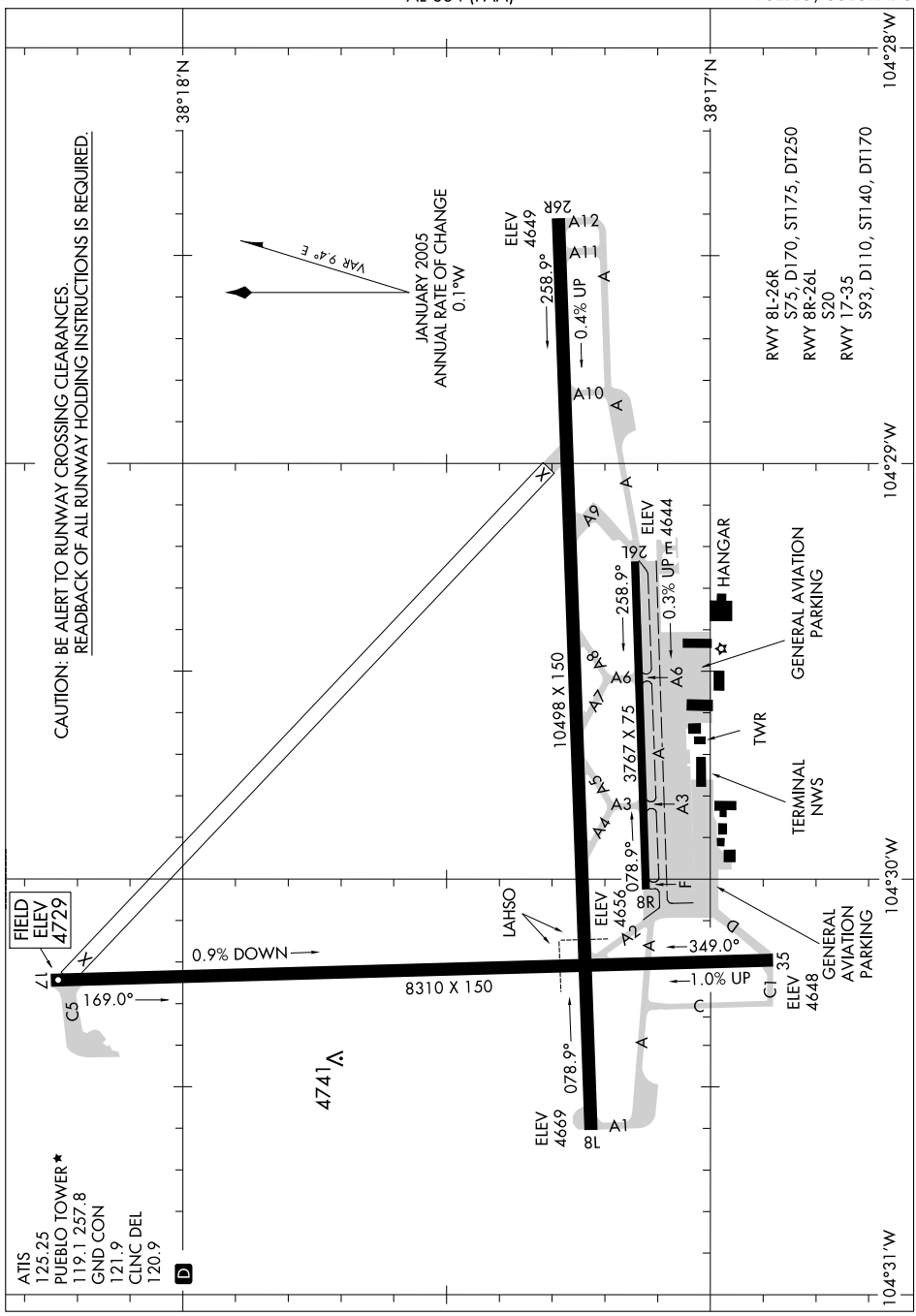

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8400-1 736 (800-1) | | 8400-2 736 (800-2) | NA |

SW-1, 03 JUN 2010 to 01 JUL 2010

# AIRPORT DIAGRAM

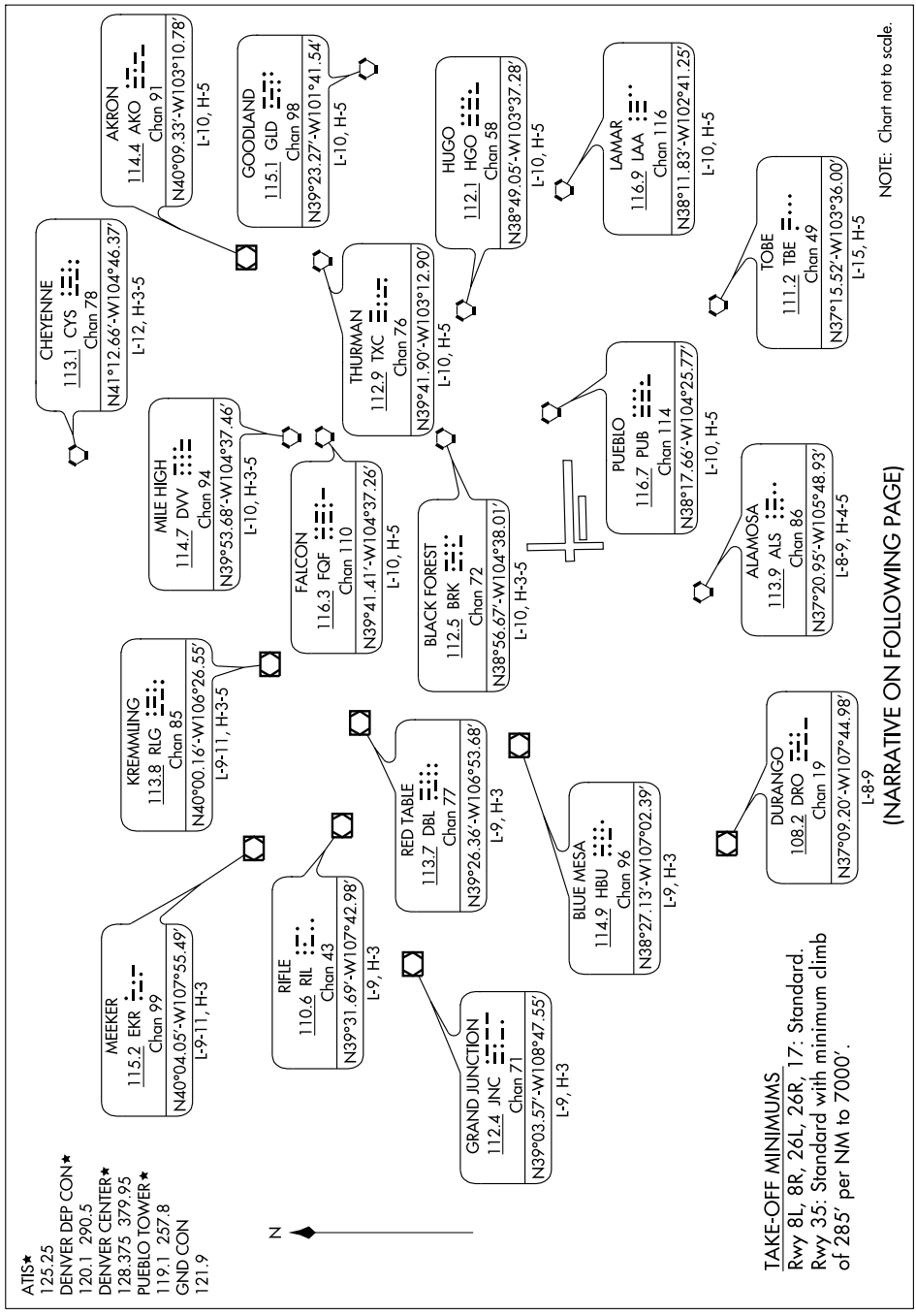
AL-334 (FAA)

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO



# CANYON ONE DEPARTURE

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO



# CANYON ONE DEPARTURE SL-334 (FAA)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 8R: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26L: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26R: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 17: Climb assigned heading between 150° and 190° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 35: Climb assigned heading between 020° and 040° to 7000′ or assigned ATC altitude. Thence. . . .

. . . . Expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain ATC assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7,000′ (Runway 26 departures will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

TAKE-OFF OBSTACLE NOTES

Runway 8L: Rising terrain 57′ from DER, 123′ left of centerline, up to 4649′ MSL.
Runway 8R: Rising terrain 180′ from DER, 58′ left of centerline, up to 4659′ MSL.
Runway 26L: Rising terrain 110′ from DER, 182′ right of centerline, up to 4659′ MSL, rising terrain 128′ from DER, 122′ left of centerline, up to 4659′ MSL.
Runway 26R: Rising terrain 208′ from DER, 446′ right of centerline, up to 4679′ MSL.
Runway 35: Rising terrain 2′ from DER, 7′ left of centerline, up to 4749′ MSL, rising terrain 196′ from DER, 11′ right of centerline up to 4793′ MSL, transmission poles 1.1 NM from DER, 703′ right of centerline, 46′ AGL/4925′ MSL, RADAR reflector 996′ from DER, on centerline, 4′ AGL/4757′ MSL.

SW-1, 03 JUN 2010 to 01 JUL 2010

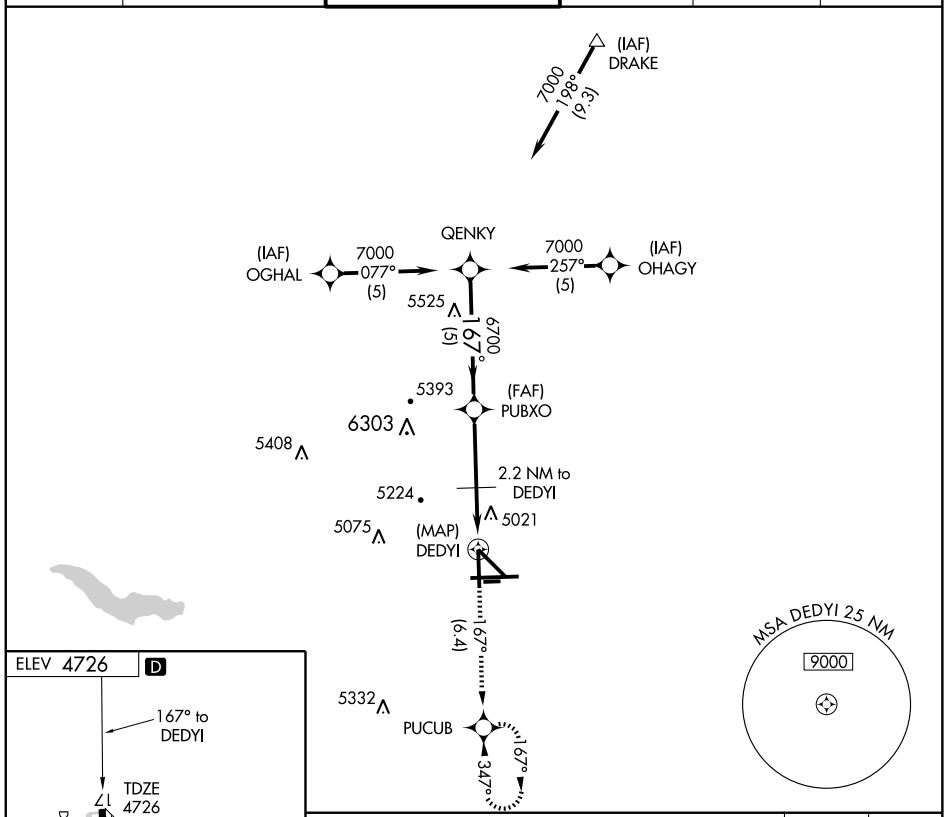
| APP CRS | Rwy ldg | 8308 |
|---|---|---|
| 167° | TDZE | 4726 |
| | Apt Elev | 4726 |

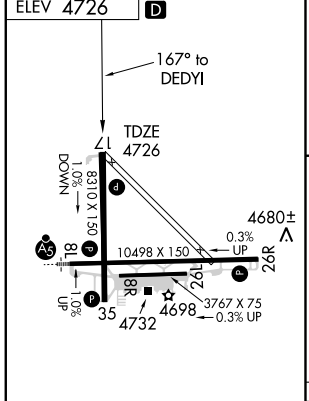
# GPS RWY 17
## PUEBLO MEMORIAL (PUB)

T
A NA

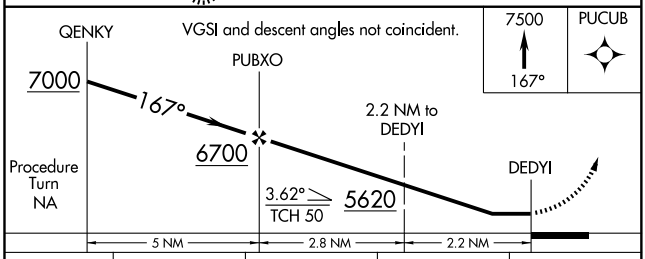
MISSED APPROACH: Climb to 7500 via 167° course to PUCUB WP and hold.

| ATIS ★ | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 5280-1 554 (600-1) | | 5280-1½ 554 (600-1½) | 5280-1¾ 554 (600-1¾) |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾) | 5380-2 654 (700-2) |

| APP CRS | Rwy ldg | 8308 |
|---|---|---|
| 347° | TDZE | 4674 |
| | Apt Elev | 4726 |

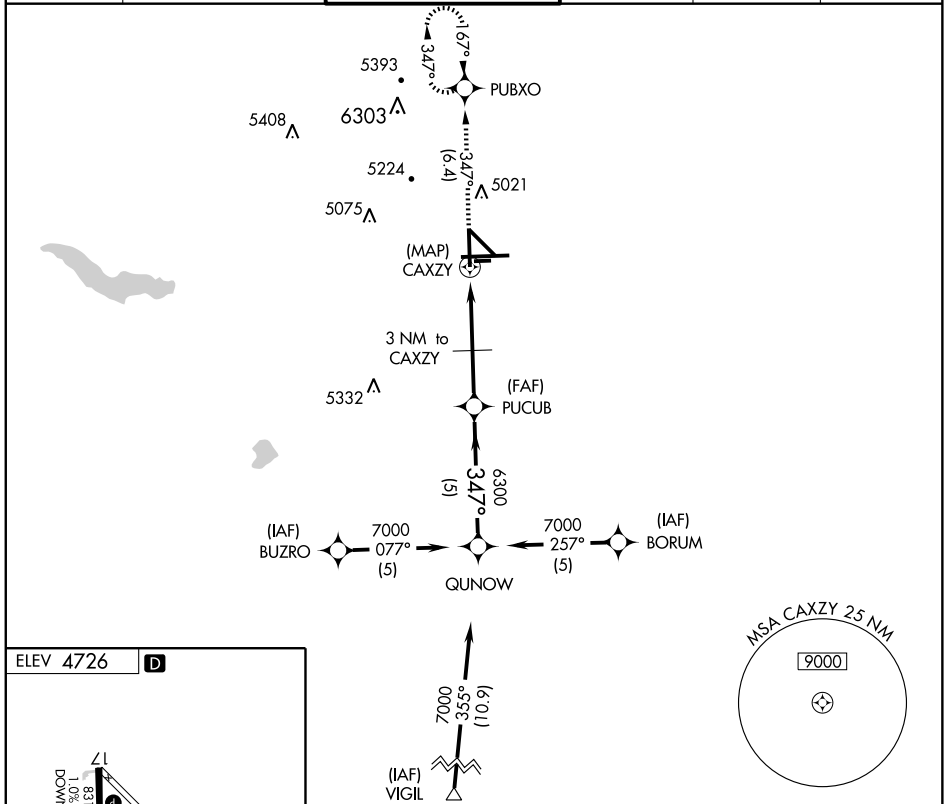
# GPS RWY 35

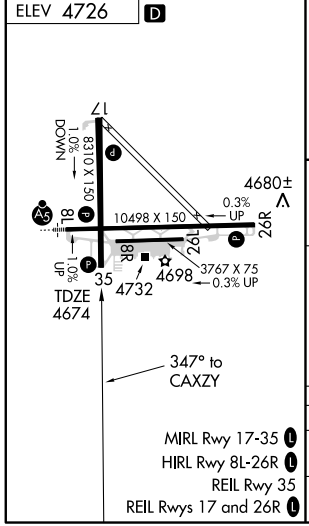
## PUEBLO MEMORIAL (PUB)

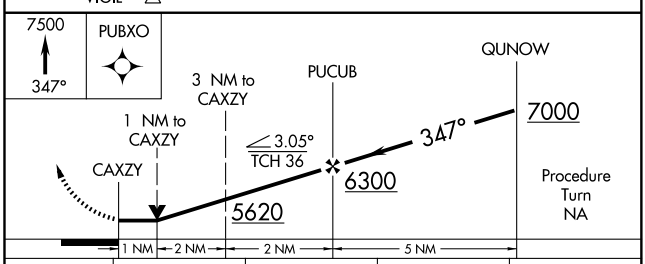
T
A NA

MISSED APPROACH: Climb to 7500 via 347° course to PUBXO WP and hold.

| ATIS ★ | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 5000-1 326 (300-1) | | | |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾) | 5360-2 634 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC I-PUB | APP CRS | Rwy ldg | 10496 |
|---|---|---|---|
| 109.5 | 077° | TDZE | 4668 |
| | | Apt Elev | 4726 |

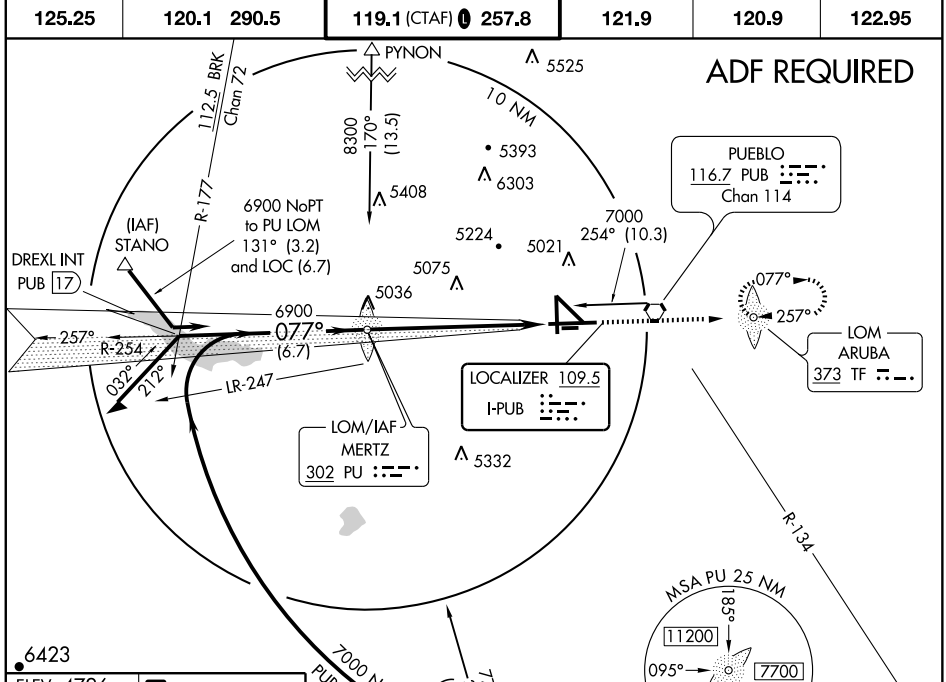
# ILS or LOC RWY 8L
## PUEBLO MEMORIAL (PUB)

* Procedure turn not authorized for Cat. E aircraft.
Cat. E circling not authorized west of Rwy 17-35.
ILS glideslope unsuable for coupled approaches below 4910 MSL.

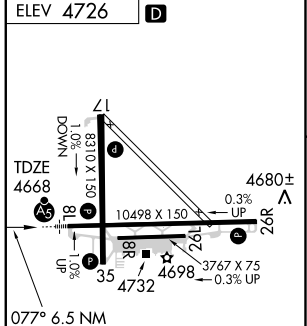
MALSR

MISSED APPROACH: Climb to 7000 direct ARUBA LOM and hold.

| ATIS * | DENVER APP CON * | PUEBLO TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |

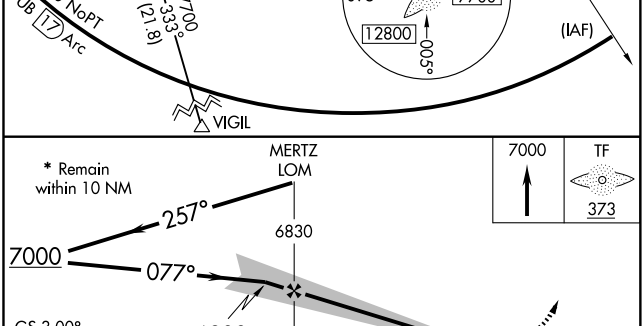



ELEV 4726 D




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

| FAF to MAP 6.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8L | 4868-½ 200 (200-½) | | | | |
| S-LOC 8L | 5260-½ 592 (600-½) | | 5260-1 592 (600-1) | 5260-1¼ 592 (600-1¼) | 5260-1½ 592 (600-1½) |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾) | 5380-2 654 (700-2) | 5660-3 934 (1000-3) |

| LOC I-TFR | APP CRS | Rwy ldg | 10496 |
|---|---|---|---|
| 108.3 | 257° | TDZE | 4656 |
| | | Apt Elev | 4726 |

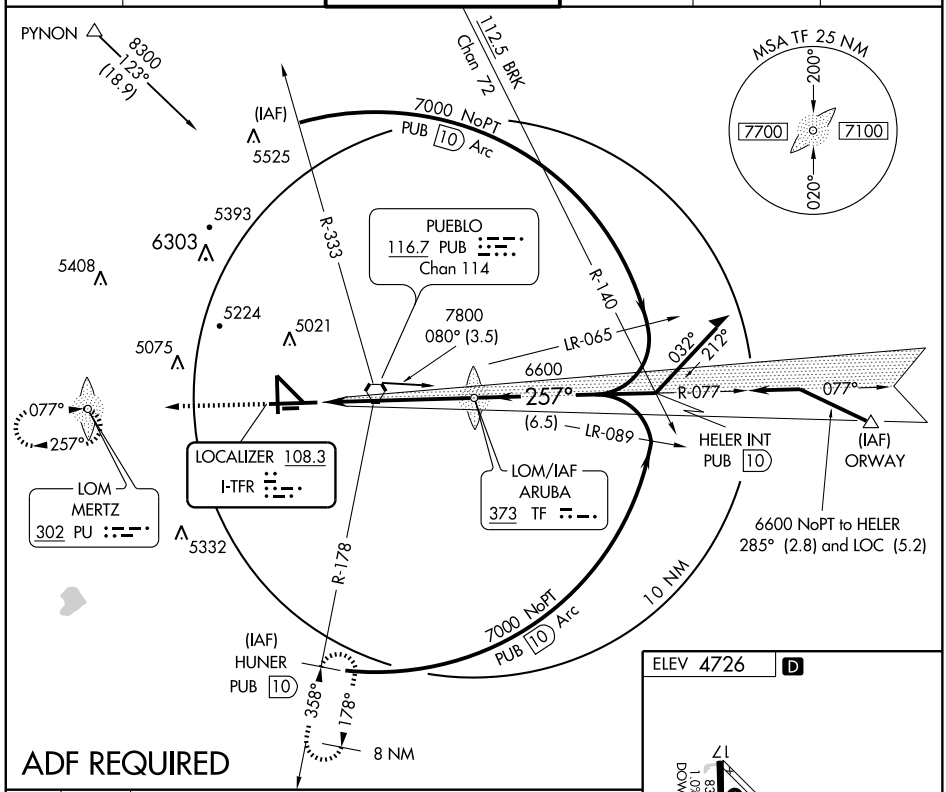
# ILS or LOC RWY 26R

## PUEBLO MEMORIAL (PUB)

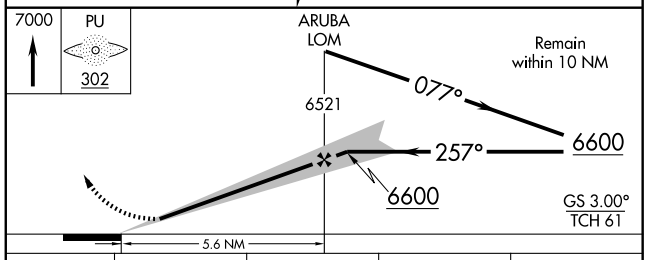
Procedure not authorized when Pueblo altimeter setting not available.

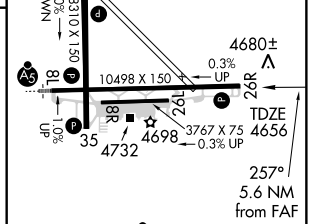
MISSED APPROACH: Climb to 7000 direct MERTZ LOM and hold. (TACAN aircraft climb to 5500 then climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns 358° inbound, 8 NM legs ).

| ATIS ★ | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




ADF REQUIRED




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26R | 4856-¾ 200 (200-¾ ) | | | |
| S-LOC 26R | 5060-1 404 (400-1) | | 5060-1¼ 404 (400-1¼ ) | |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾ ) | 5380-2 654 (700-2) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SW-1. 03 JUN 2010 to 01 JUL 2010

| WAAS CH 61011 W08A | APP CRS 077° | Rwy ldg 10496<br>TDZE 4668<br>Apt Elev 4726 |
|---|---|---|

# RNAV (GPS) RWY 8L

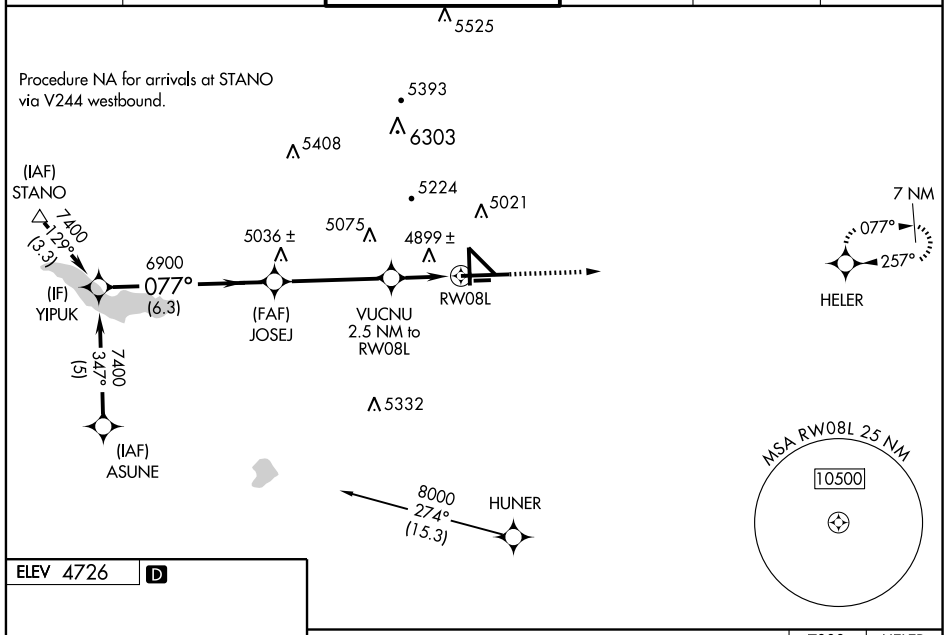
## PUEBLO MEMORIAL (PUB)

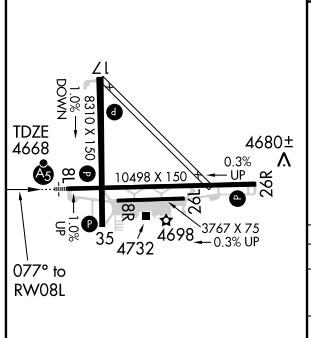
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 40°C (104°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use La Junta altimeter setting and increase all DA/MDA 200 feet and increase visibilities: LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ¾ mile, and Circling Cat B ¼ mile and Cats C and D ¾ mile. When using La Junta altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using La Junta altimeter setting.

MALSR

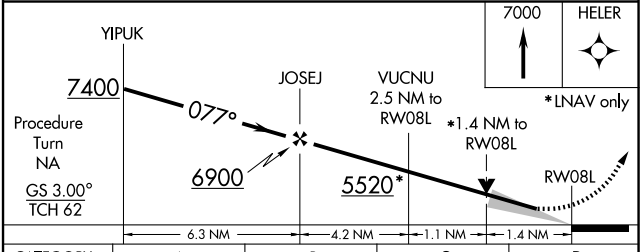
MISSED APPROACH: Climb to 7000 direct HELER and hold.

| ATIS ★ | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4918-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 5227-1½ 559 (600-1½) | | | |
| LNAV MDA | 5160-½ 492 (500-½) | | 5160-¾ 492 (500-¾) | 5160-1 492 (500-1) |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾) | 5380-2 654 (700-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 45702 W26A | APP CRS 257° | Rwy ldg 10496<br>TDZE 4656<br>Apt Elev 4726 |
|---|---|---|

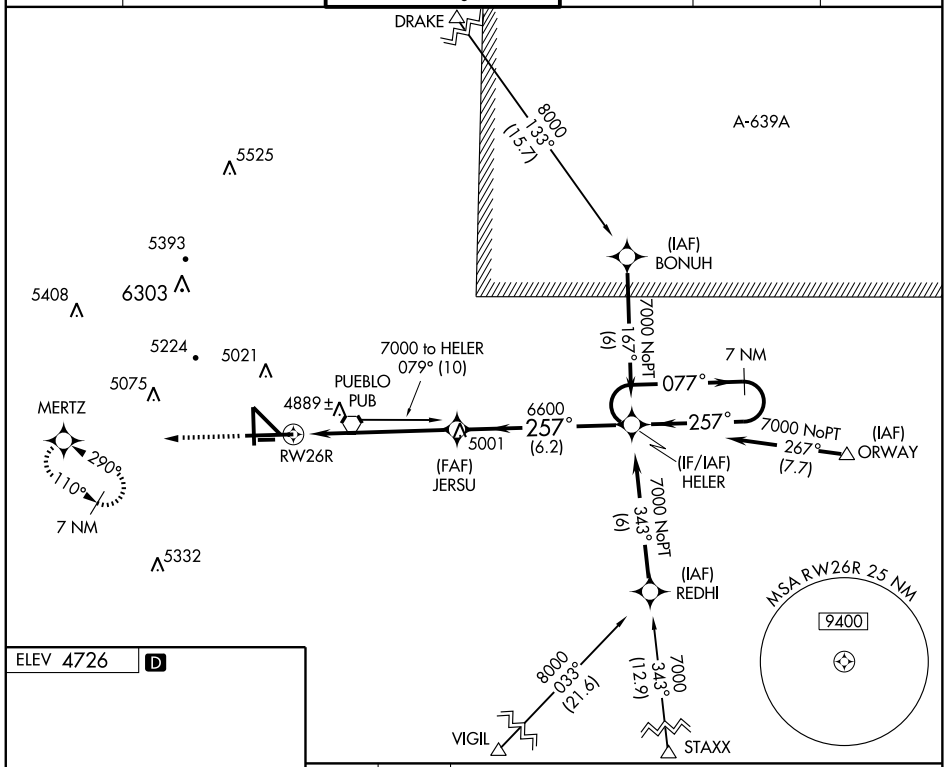
# RNAV (GPS) RWY 26R

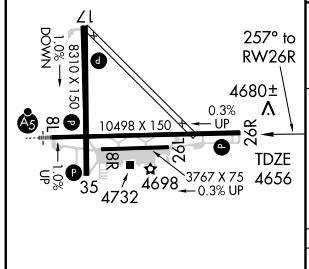
## PUEBLO MEMORIAL (PUB)

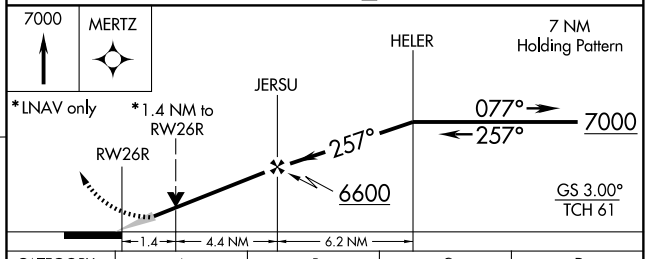
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use city of Colorado Springs Muni altimeter setting and increase all DAs 369 feet and MDAs 380 feet.
VDP NA when using city of Colorado Springs Muni altimeter setting.

MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

| ATIS ★ | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4856-¾ 200 (200-¾) | | | |
| LNAV MDA | 5140-1 484 (500-1) | | 5140-1¼ 484 (500-1¼) | 5140-1½ 484 (500-1½) |
| CIRCLING | 5340-1 614 (700-1) | | 5340-1¾ 614 (700-1¾) | 5380-2 654 (700-2) |

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

SW-1, 03 JUN 2010 to 01 JUL 2010

| VORTAC PUB | APP CRS | Rwy ldg | 10496 |
|---|---|---|---|
| 116.7 | 244° | TDZE | 4656 |
| Chan 114 | | Apt Elev | 4726 |

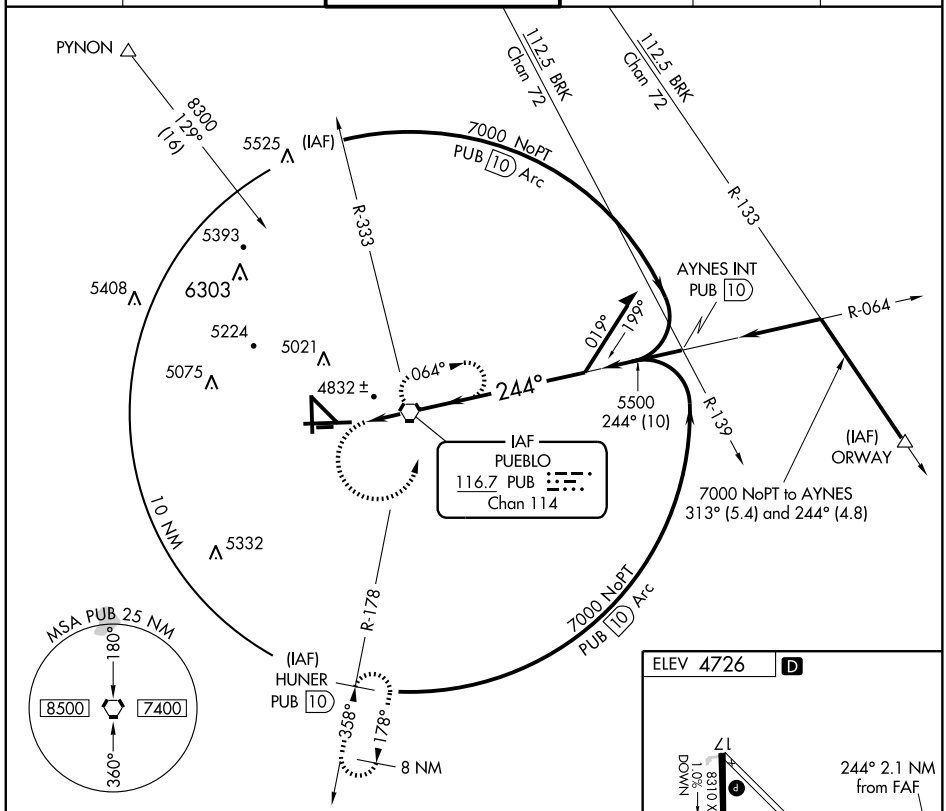
# VOR or TACAN RWY 26R

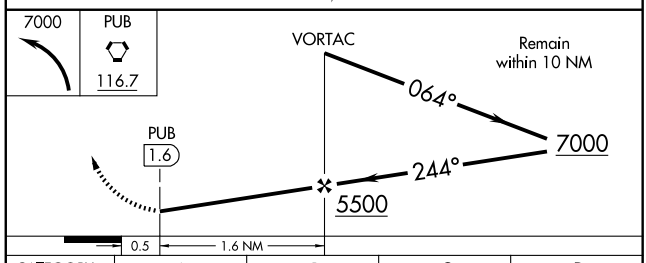
## PUEBLO MEMORIAL (PUB)

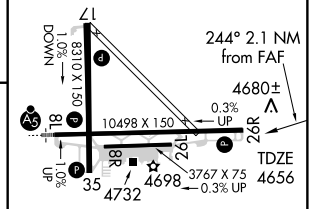
Procedure not authorized when Pueblo altimeter setting not available.

MISSED APPROACH: Climbing left turn to 7000 direct PUB VORTAC and hold. (TACAN aircraft climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns, 358° inbound, 8 NM legs.)

| ATIS ★ | DENVER APP CON ★ | | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 125.25 | 120.1 | 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26R | 5100-1 | 444 (400-1) | 5100-1¼ 444 (400-1¼) | 5100-1½ 444 (400-1½) |
| CIRCLING | 5340-1 | 614 (700-1) | 5340-1¾ 614 (700-1¾) | 5380-2 654 (700-2) |

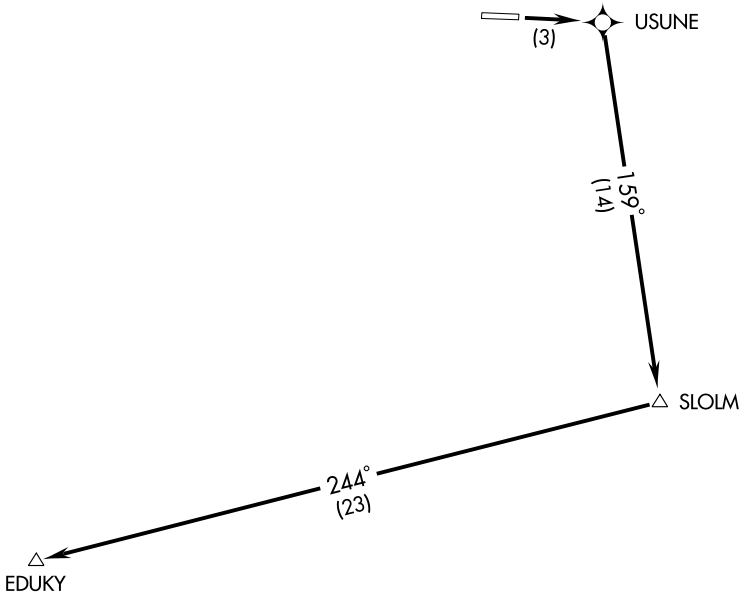
| FAF to MAP 1.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:36 | 1:04 | 0:48 | 0:38 | 0:32 |

SW-1, 03 JUN 2010 to 01 JUL 2010

# EDUKY TWO DEPARTURE (RNAV)



DENVER CENTER
134.5 327.8




TAKE-OFF MINIMUMS

Rwy 26: NA- ATC.

Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES

Rwy 8: Multiple transmission line towers beginning 1.2 NM from DER, 437′ right of centerline, up to 150′ AGL/6069′ MSL.
Numerous trees beginning 1.9 NM from DER, 647′ right of centerline, up to 100′ AGL/5983′ MSL.
Terrain beginning 124′ from DER, 287′ right of centerline, up to 5863′ MSL.
Pole, 1083′ from DER, 656′ right of centerline, 28′ AGL/5588′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 13000 direct USUNE, and via 159° track to SLOLM and via 244° track to EDUKY.

| LOC/DME I-RIL 110.9 Chan 46 | APP CRS 261° | Rwy ldg 7011 TDZE 5548 Apt Elev 5548 |
|---|---|---|

# ILS RWY 26

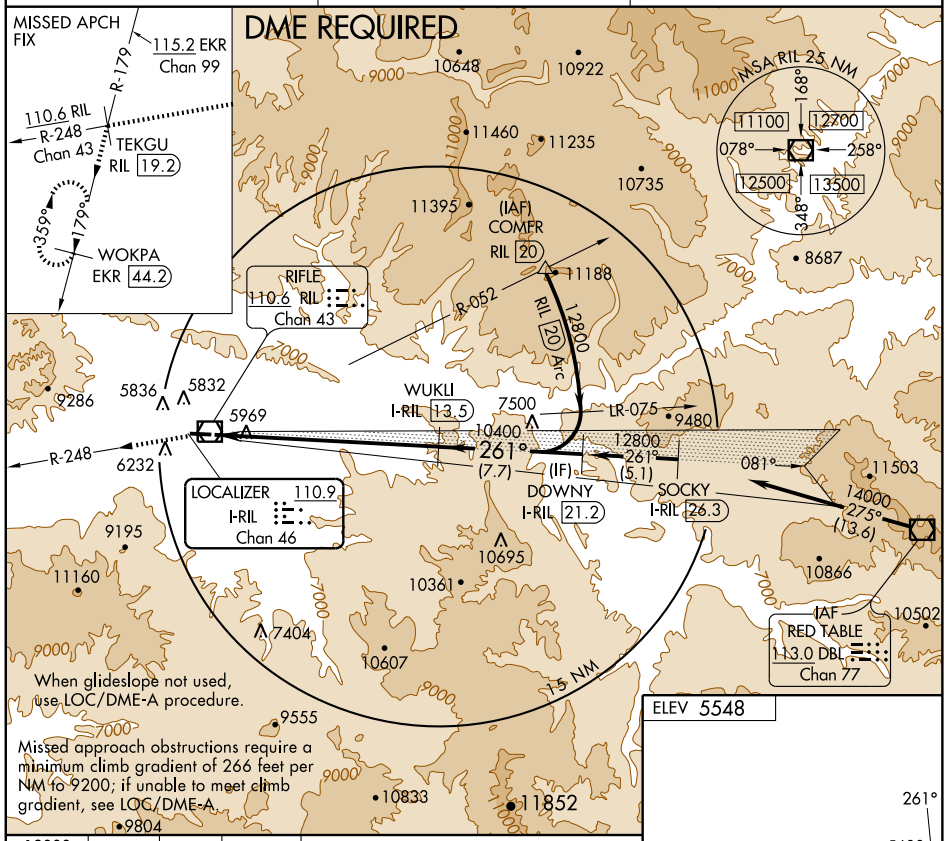
RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized.
Use I-RIL DME when on localizer course.
Visibility reduction by helicopters NA.

ODALS

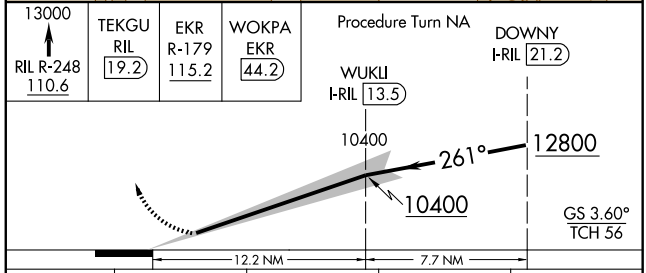
MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




| 13000 | TEKGU RIL 19.2 | EKR R-179 115.2 | WOKPA EKR 44.2 |
|---|---|---|---|
| RIL R-248 110.6 | | | |

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 6800-4 1252 (1300-4) | | | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-RIL 110.9 Chan 46 | APP CRS 261° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5548 |
|---|---|---|

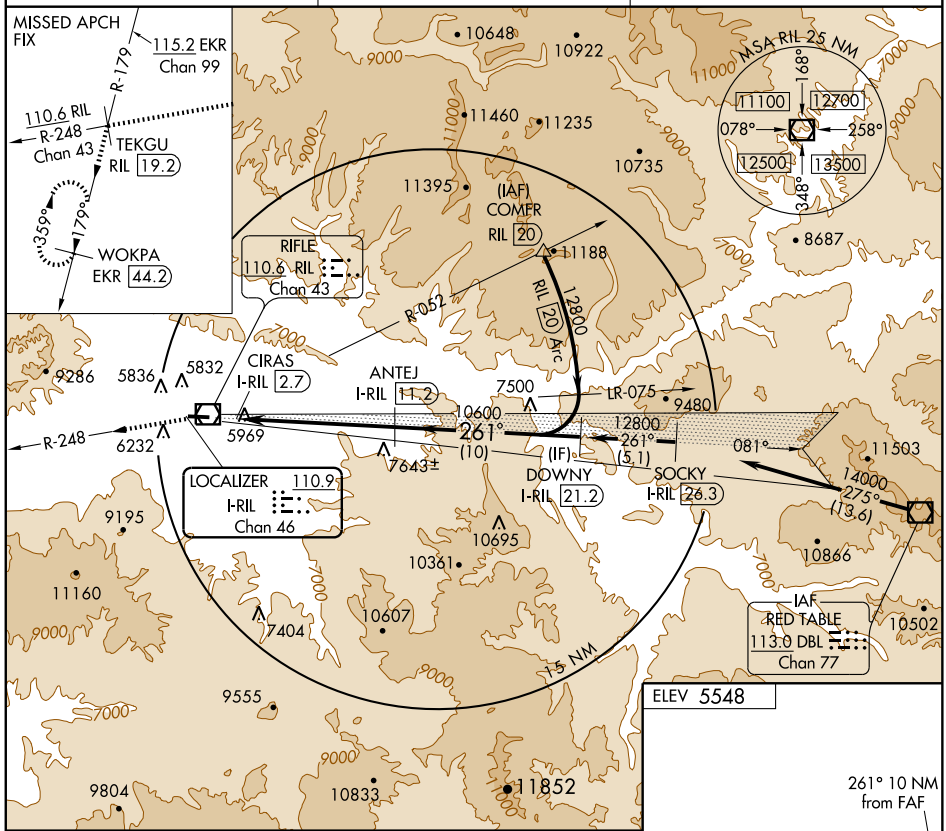
# LOC/DME-A

## RIFLE/GARFIELD COUNTY RGNL (RIL)

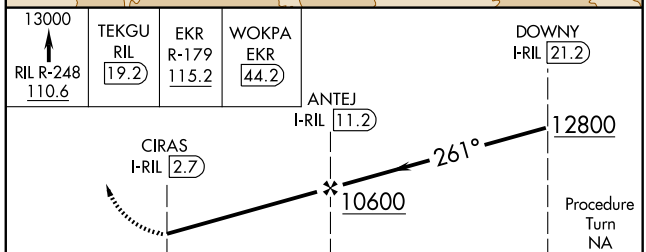
Circling not authorized at night south of Rwy 8-26.
Use I-RIL DME when on localizer course.

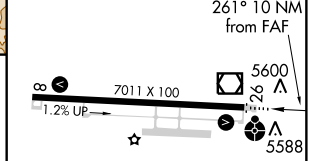
MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 5548




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7860-1¾ 2312 (2400-1¾) | | 7860-3 2312 (2400-3) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| APP CRS | Rwy ldg | 7011 |
|---|---|---|
| 261° | TDZE | 5548 |
| | Apt Elev | 5548 |

# RNAV (GPS) W RWY 26

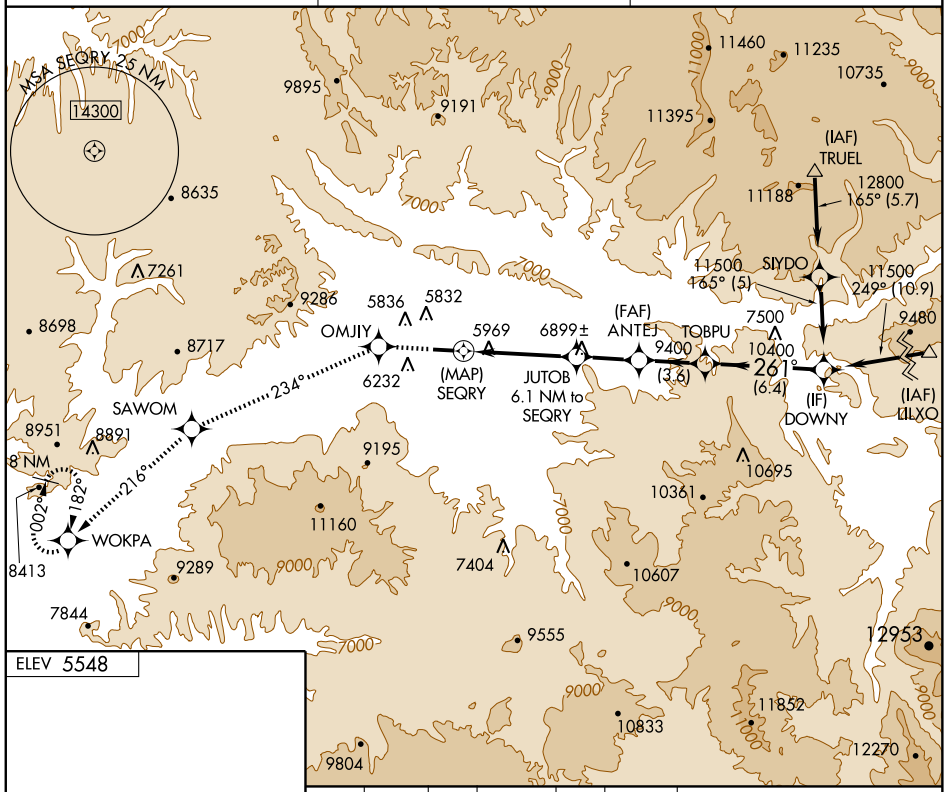
## RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

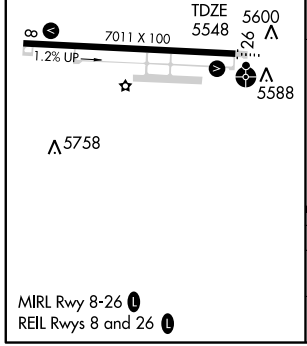
ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

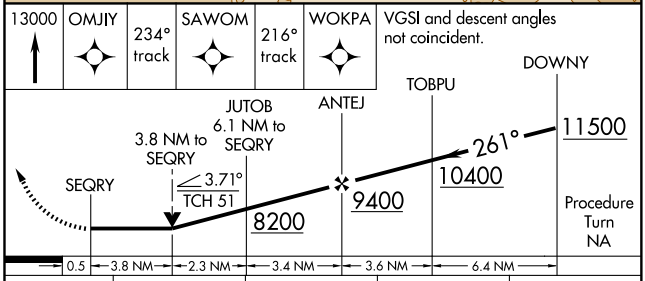
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 5548




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7180-1¼<br>1632 (1700-1¼) | 7180-1½<br>1632 (1700-1½) | 7180-3<br>1632 (1700-3) | NA |
| CIRCLING | 7180-1¼<br>1632 (1700-1¼) | 7180-1½<br>1632 (1700-1½) | 7180-3<br>1632 (1700-3) | NA |

SW-1, 03 JUN 2010 to 01 JUL 2010

| WAAS CH 93708 W26A | APP CRS 261° | Rwy ldg 7011<br>TDZE 5548<br>Apt Elev 5548 |
|---|---|---|

# RNAV (GPS) X RWY 26

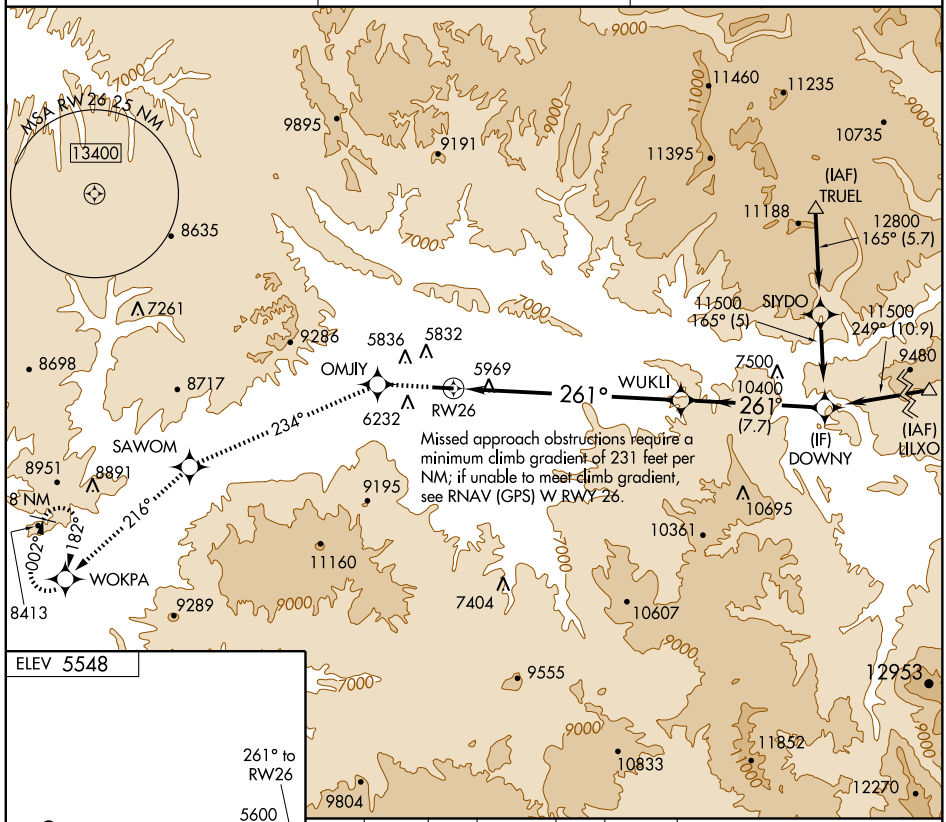
## RIFLE/GARFIELD COUNTY RGNL (RIL)

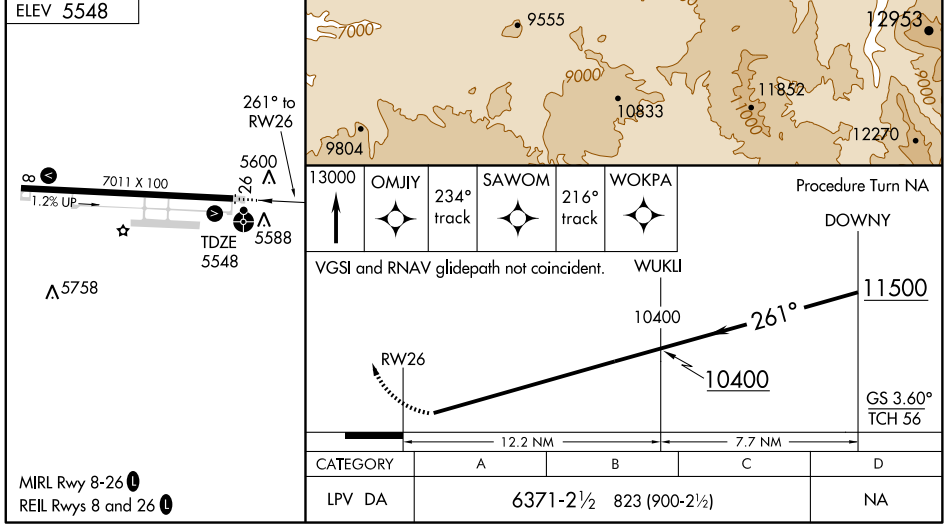
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6371-2½ 823 (900-2½) | | | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| APP CRS | Rwy ldg | 7011 |
|---|---|---|
| 066° | TDZE | 5498 |
| | Apt Elev | 5548 |

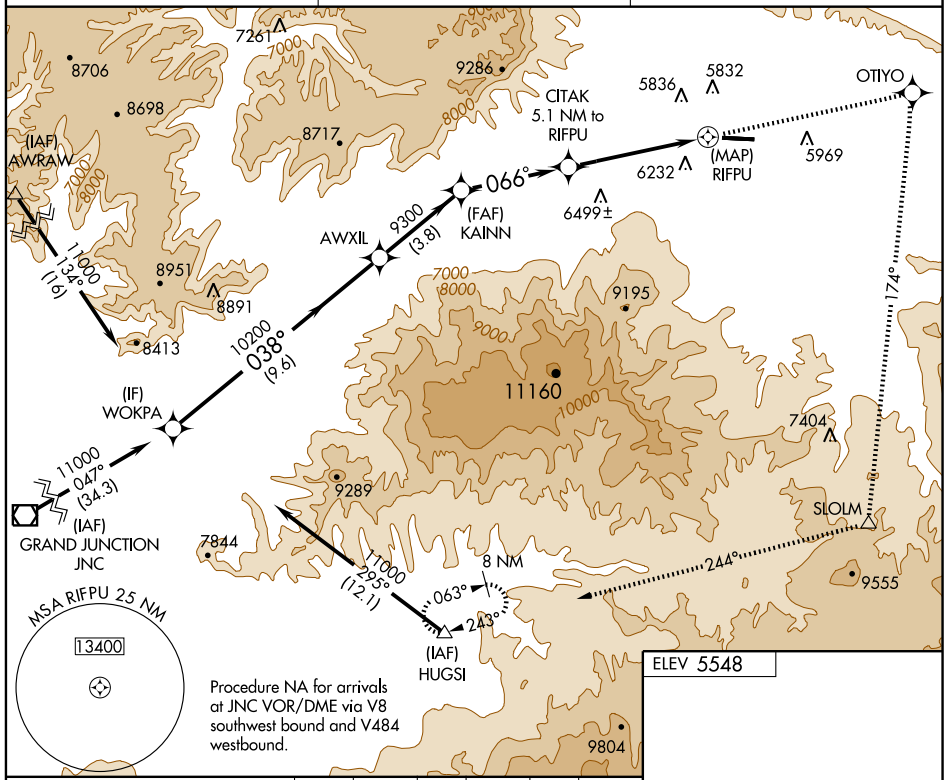
# RNAV (GPS) Y RWY 8

## RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 13000 direct OTIYO and via 174° track to SLOLM and via 244° track to HUGSI and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |

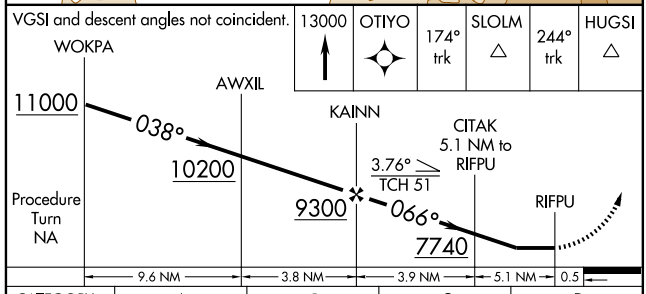


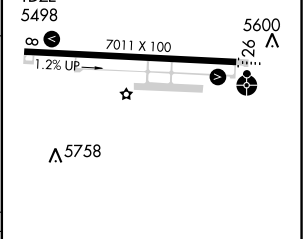

Procedure NA for arrivals at JNC VOR/DME via V8 southwest bound and V484 westbound.

ELEV 5548

VGSI and descent angles not coincident.

| 13000 | OTIYO | 174° trk | SLOLM | 244° trk | HUGSI |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7380-1¼ 1882 (1900-1¼) | 7380-1½ 1882 (1900-1½) | 7380-3 1882 (1900-3) | NA |
| CIRCLING | 7380-1¼ 1832 (1900-1¼) | 7380-1½ 1832 (1900-1½) | 7380-3 1832 (1900-3) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 7011 |
|---|---|---|
| 261° | TDZE | 5548 |
| | Apt Elev | 5548 |

# RNAV (RNP) Y RWY 26

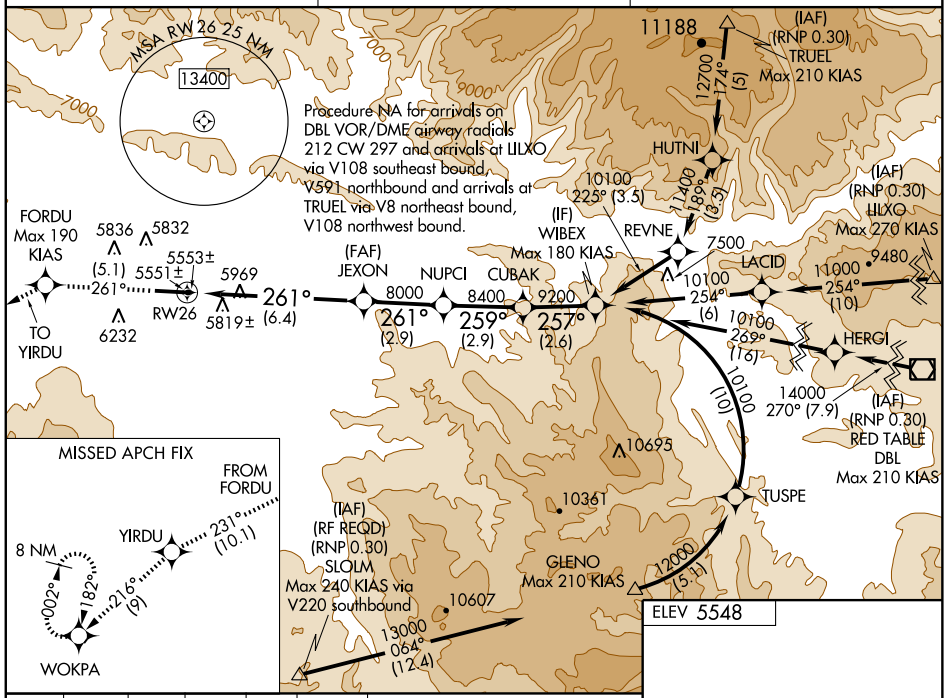
## RIFLE/GARFIELD COUNTY RGNL (RIL)

GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F).
*Missed approach requires minimum climb of 270 feet per NM to 7000. When VGSI inoperative, procedure NA at night.

ODALS

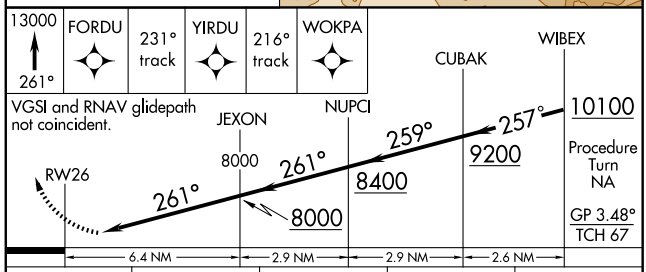
MISSED APPROACH: (Do not exceed 190 KIAS until FORDU) Climb to 13000 via 261° track to FORDU and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

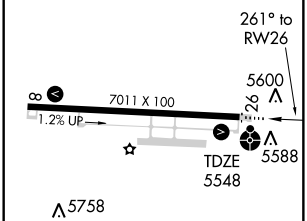
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




| 13000 261° | FORDU | 231° track | YIRDU | 216° track | WOKPA |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 6205-2 657 (700-2) | | | NA |
| RNP 0.30 DA | 6333-2¼ 785 (800-2¼) | | | NA |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 7011 |
|---|---|---|
| 081° | TDZE | 5498 |
| | Apt Elev | 5548 |

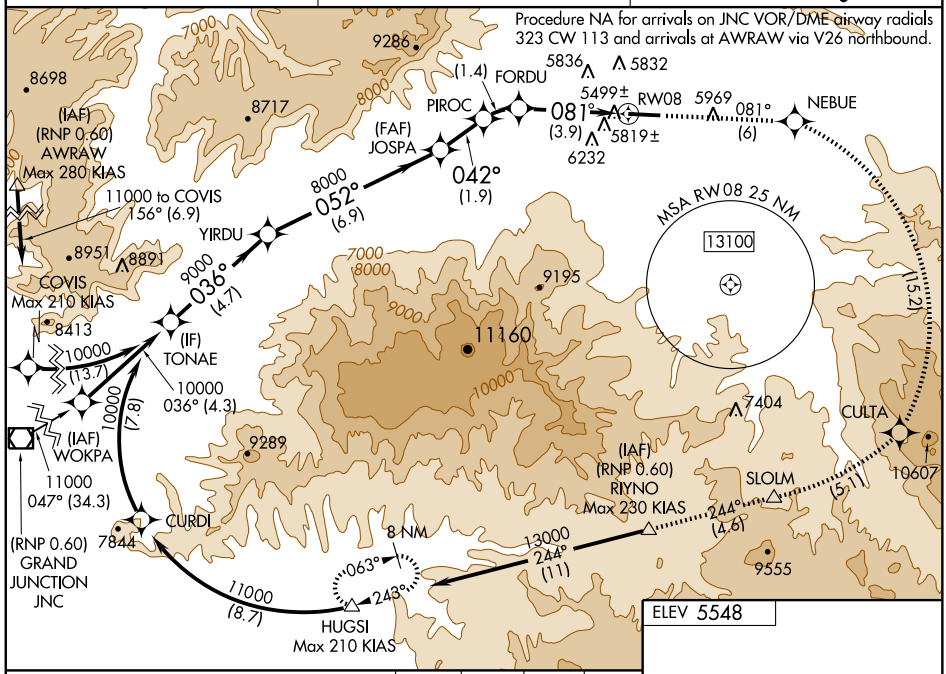
# RNAV (RNP) Z RWY 8

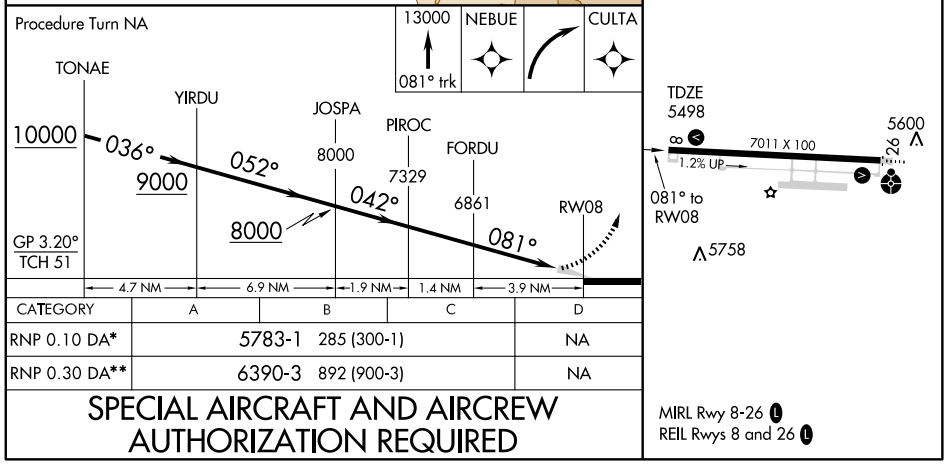
## RIFLE/GARFIELD COUNTY RGNL (RIL)

RF and GPS required.
Procedure NA for aircraft with wingspans greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 54°C (130°F).
* Missed approach requires minimum climb of 425 feet per NM to 11000.
** Missed approach requires minimum climb of 425 feet per NM to 9700; if unable, see RNAV (GPS) Y RWY 8.

MISSED APPROACH: Climb to 13000 via 081° track to NEBUE and via right turn to CULTA and via right turn to SLOLM and via 244° track to RIYNO and via 244° track to HUGSI and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 5783-1 | 285 (300-1) | | NA |
| RNP 0.30 DA** | 6390-3 | 892 (900-3) | | NA |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 08 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 7011 |
|---|---|---|
| 261° | TDZE | 5548 |
| | Apt Elev | 5548 |

# RNAV (RNP) Z RWY 26

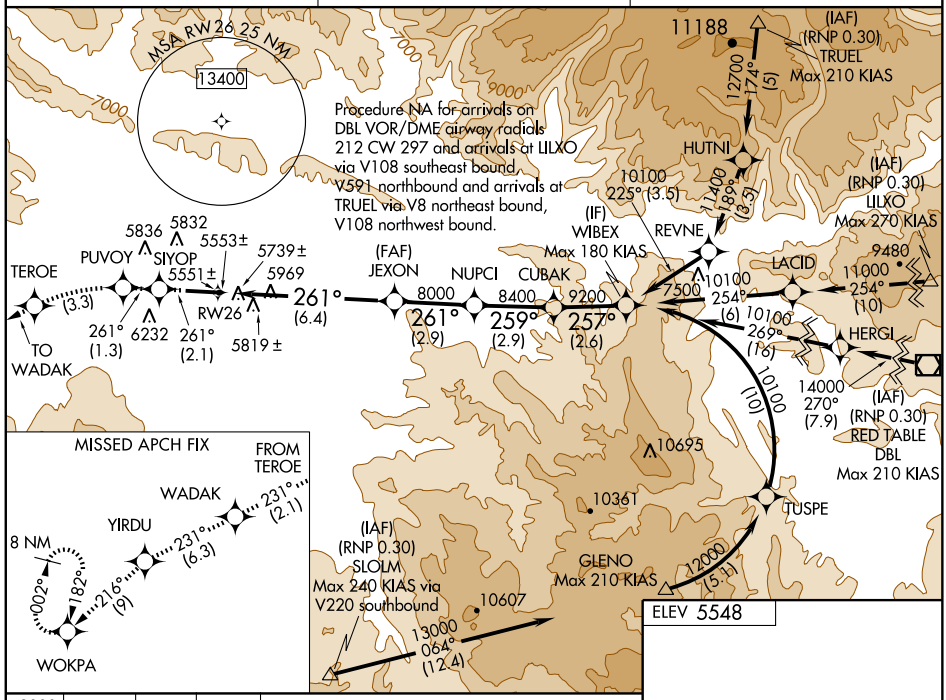
## RIFLE/GARFIELD COUNTY RGNL (RIL)

RF and GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). Missed approach requires RNP less than 1.0.
*Missed approach requires minimum climb of 425 feet per NM to 6500.
When VGSI inoperative, procedure NA at night.

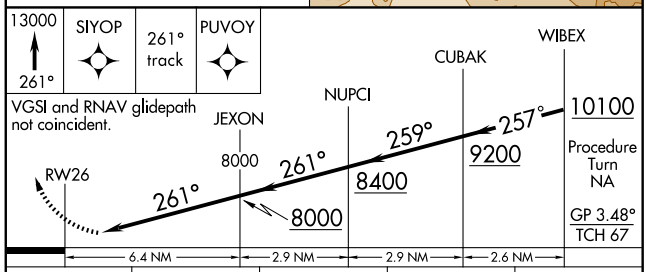
ODALS

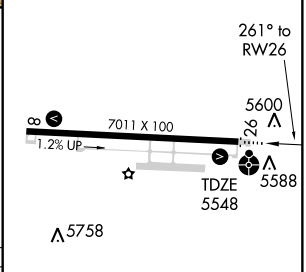
MISSED APPROACH: Climb to 13000 via 261° track to SIYOP and via 261° track to PUVOY and via left turn to TEROE and via 231° track to WADAK and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 5548




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 5990-1¼ 442 (500-1¼) | | | NA |
| RNP 0.30 DA | 6193-2 645 (700-2) | | | NA |

**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**

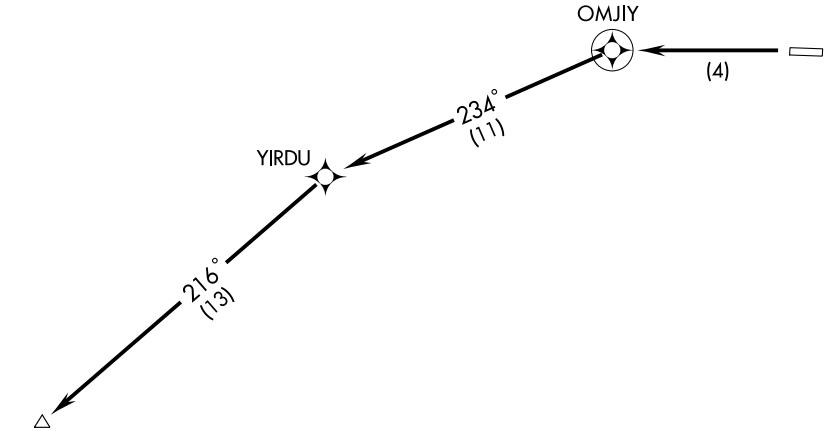
MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)



DENVER CENTER
134.5 327.8




TAKE-OFF MINIMUMS
Rwy 8: NA- ATC.
Rwy 26: Standard with minimum climb of 397′ per NM to 9700.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

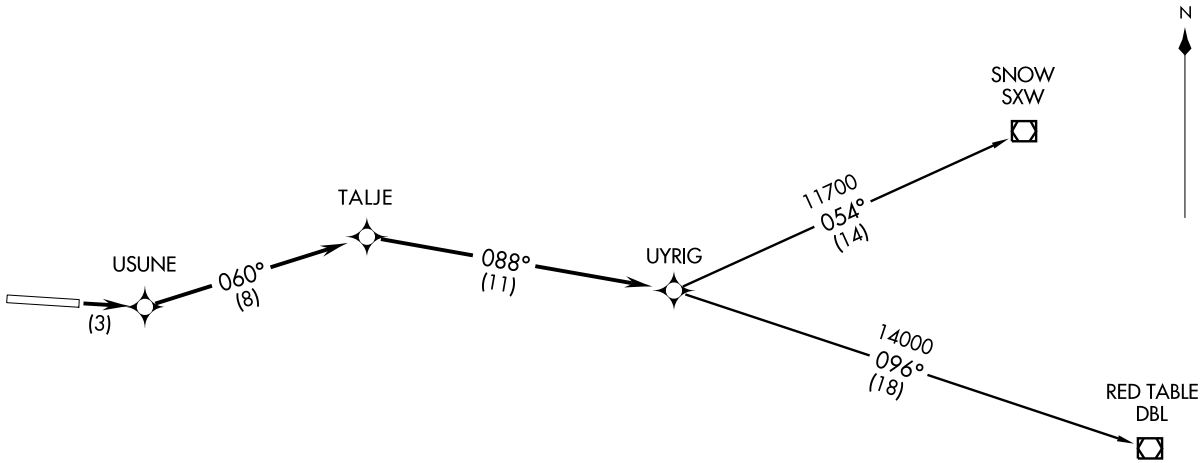
T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 10500 direct OMJIY, and via 234° track to YIRDU, and via 216° track to SQUAT.

SW-1, 03 JUN 2010 to 01 JUL 2010

DENVER CENTER
134.5 327.8




V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 14000′ direct USUNE, and via track 060° to TALJE, and via track 088° to UYRIG. Thence....
....via transition or assigned route.

RED TABLE TRANSITION (UYRIG2.DBL)

SNOW TRANSITION (UYRIG2.SXW)

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF MINIMUMS

RWY 26: NA - ATC.
RWY 8: Standard with minimum climb of 335′ per NM to 10000.

TAKE-OFF OBSTACLE NOTES

RWY 8: Transmission line towers beginning 1.2 NM from DER, 437′ right of centerline, up to 150′ AGL/6069′ MSL.
Trees beginning 1.9 NM from DER, 647′ right of centerline, up to 100′ AGL/5983′ MSL.
Terrain beginning 124′ from DER, 287′ right of centerline, up to 5863′ MSL.
Pole 1083′ from DER, 656′ right of centerline, 28′ AGL/5588′ MSL.
Windsock 67′ from DER, 263′ right of centerline, 14′ AGL/5563′ MSL.

NOTE: Chart not to scale.

# UYRIG TWO DEPARTURE (RNAV)

(UYRIG2.UYRIG) 09183

SL-6741 (FAA)

RIFLE/GARFIELD COUNTY RGNL (RIL)

RIFLE, COLORADO

| VOR/DME RIL 110.6 Chan 43 | APP CRS 128° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5548 |
|---|---|---|

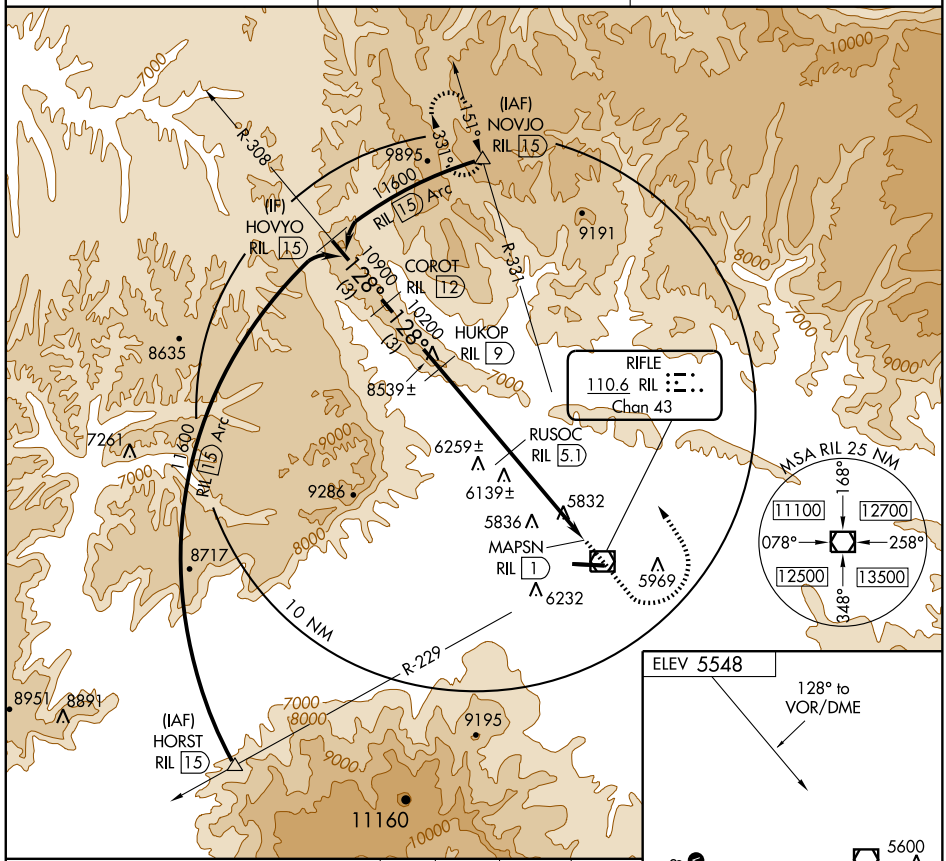
# VOR/DME-C

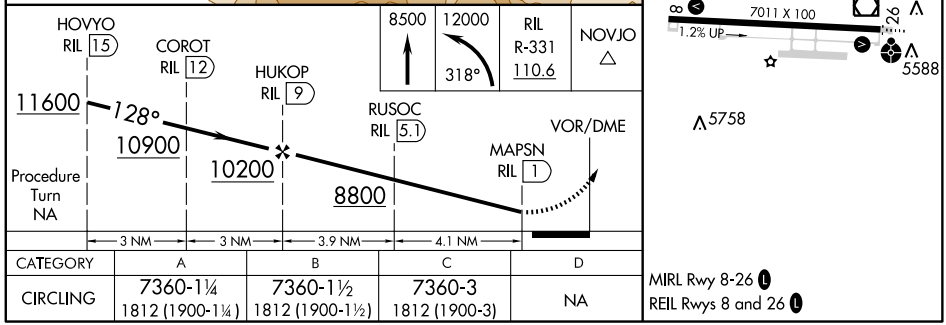
## RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling NA south of Rwy 8-26 at night.

MISSED APPROACH: Climb to 8500, then climbing left turn to 12000 via heading 318° and RIL R-331 to NOVJO/15 DME and hold, continue climb-in-hold to 12000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7360-1¼<br>1812 (1900-1¼) | 7360-1½<br>1812 (1900-1½) | 7360-3<br>1812 (1900-3) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 03 JUN 2010 to 01 JUL 2010

SALIDA, COLORADO

AL-10345 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 288° | TDZE | N/A |
| | Apt Elev | 7523 |

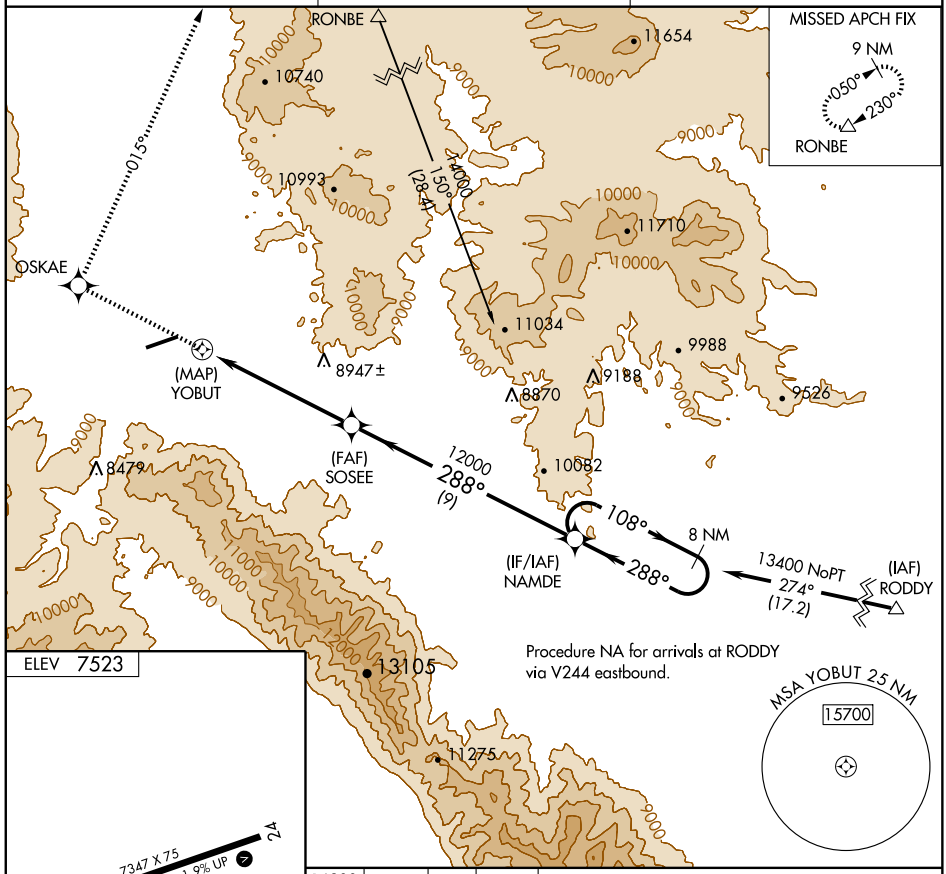
# RNAV (GPS)-A

## SALIDA/HARRIET ALEXANDER FIELD (ANK)

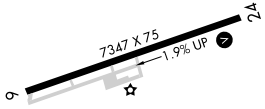
DME/DME RNP-0.3 NA.
Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and via 015° track to RONBE and hold, continue climb-in-hold to 16200.

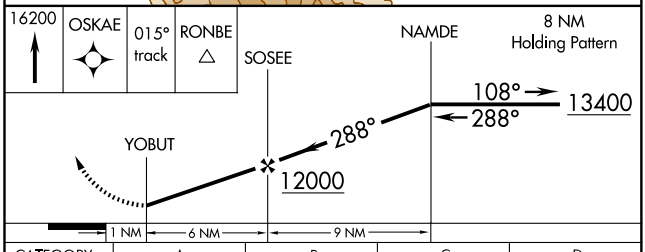
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 133.85 | 128.375 379.95 | 122.7 (CTAF) L |




ELEV 7523




MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9720-1¼ 2197 (2200-1¼) | 9720-1½ 2197 (2200-1½) | NA | |

SW-1, 03 JUN 2010 to 01 JUL 2010

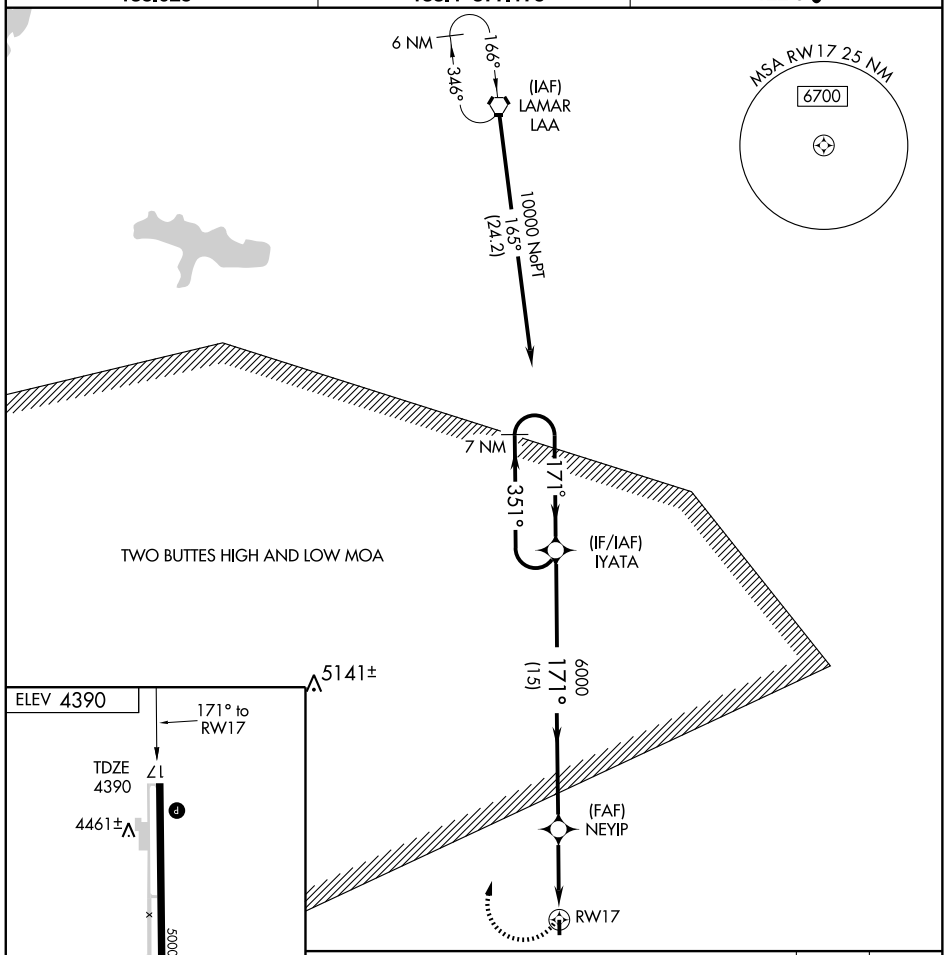
| APP CRS | Rwy ldg | |
|---|---|---|
| 171° | TDZE | 4390 |
| | Apt Elev | 4390 |

# RNAV (GPS) RWY 17
## SPRINGFIELD MUNI (8V7)

Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

| LAMAR MUNI ASOS | DENVER CENTER | CTAF |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4960-1 570 (600-1) | | NA | |
| CIRCLING | 5020-1 630 (700-1) | | NA | |

MIRL Rwy 17-35 L

SW-1. 03 JUN 2010 to 01 JUL 2010

STEAMBOAT SPRINGS, COLORADO

AL-6404 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 323° | TDZE | N/A |
| | Apt Elev | 6882 |

# RNAV (GPS)-E

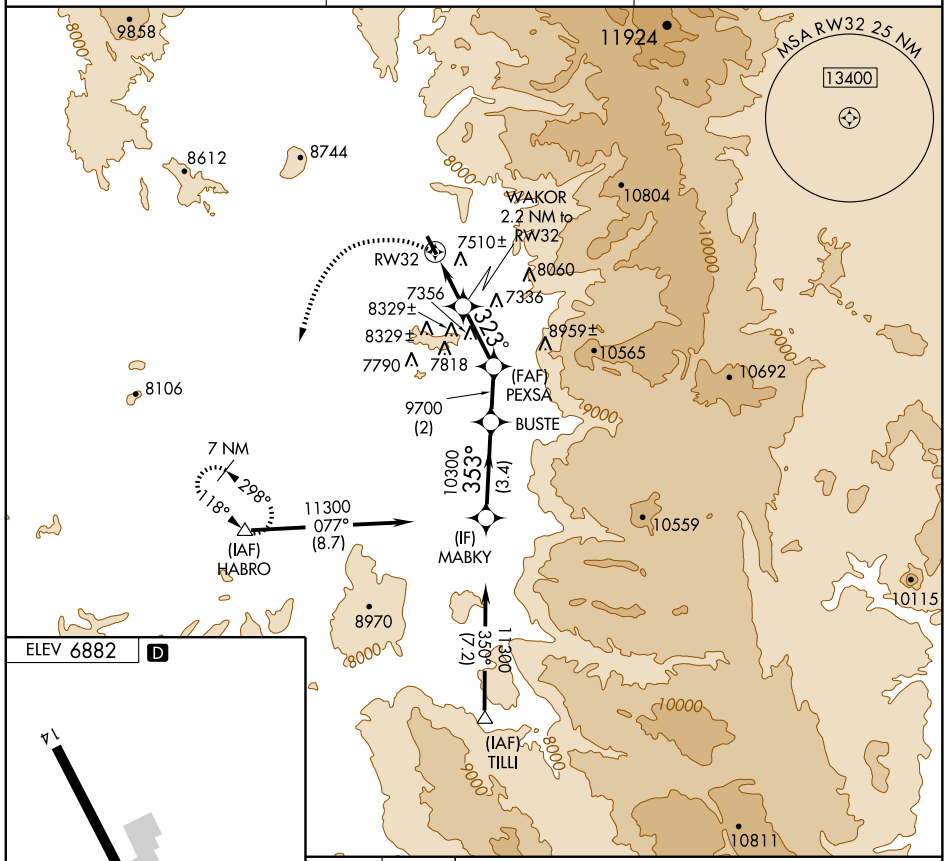
## STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

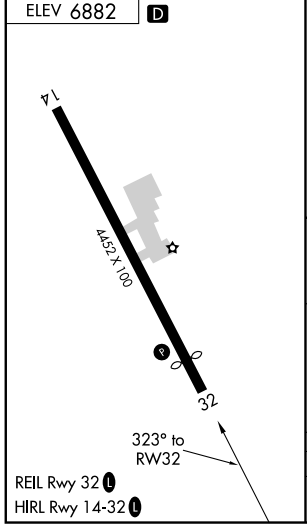
T
NA

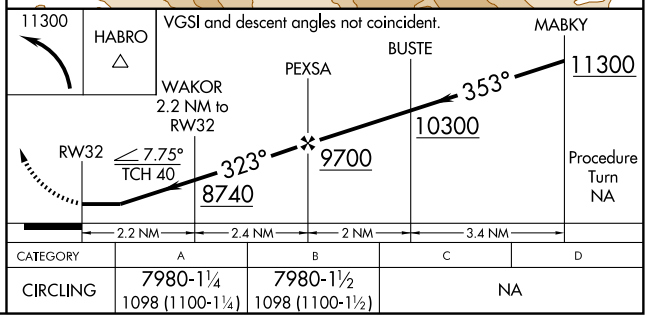
Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 7980-1¼<br>1098 (1100-1¼) | 7980-1½<br>1098 (1100-1½) | NA | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME BQZ 112.2 Chan 59 | APP CRS 352° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 6878 |
|---|---|---|

# VOR/DME-C

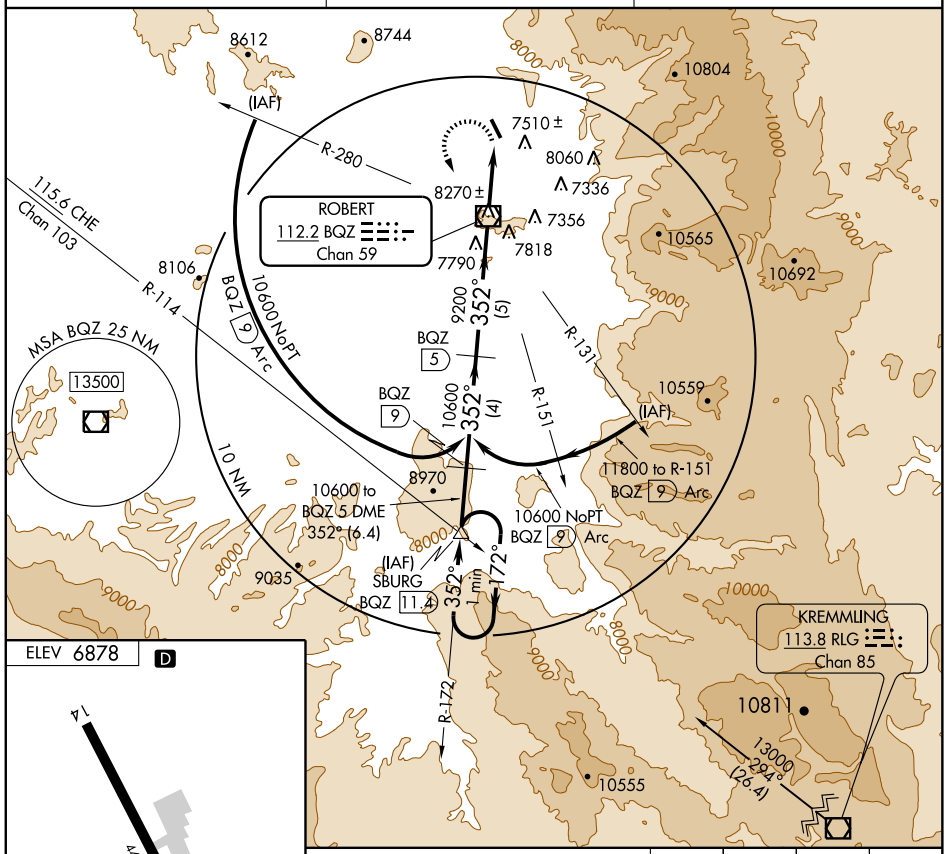
## STEAMBOAT SPRINGS/ BOB ADAMS FIELD (SBS)

T
A NA

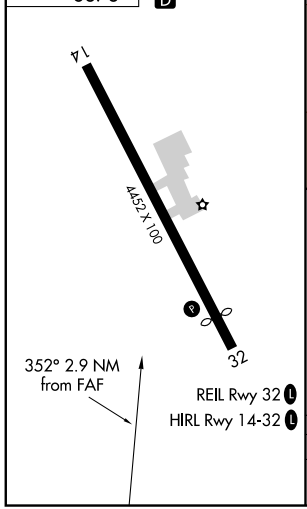
Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
Procedure not authorized at night.
Circling not authorized northeast of Rwys 14 and 32.

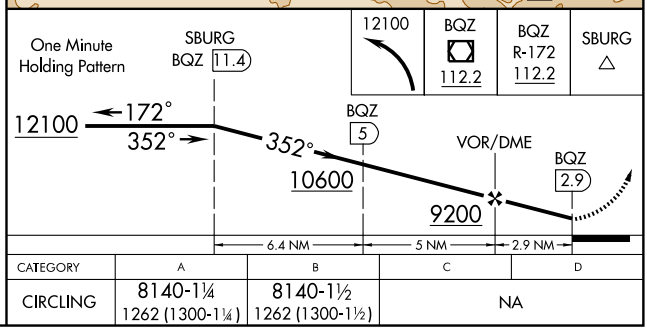
MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG Int and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.475 235.975 | 122.8 (CTAF) L |




ELEV 6878 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8140-1¼<br>1262 (1300-1¼) | 8140-1½<br>1262 (1300-1½) | NA | |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 4708 |
|---|---|---|
| 332° | TDZE | 4033 |
| | Apt Elev | 4038 |

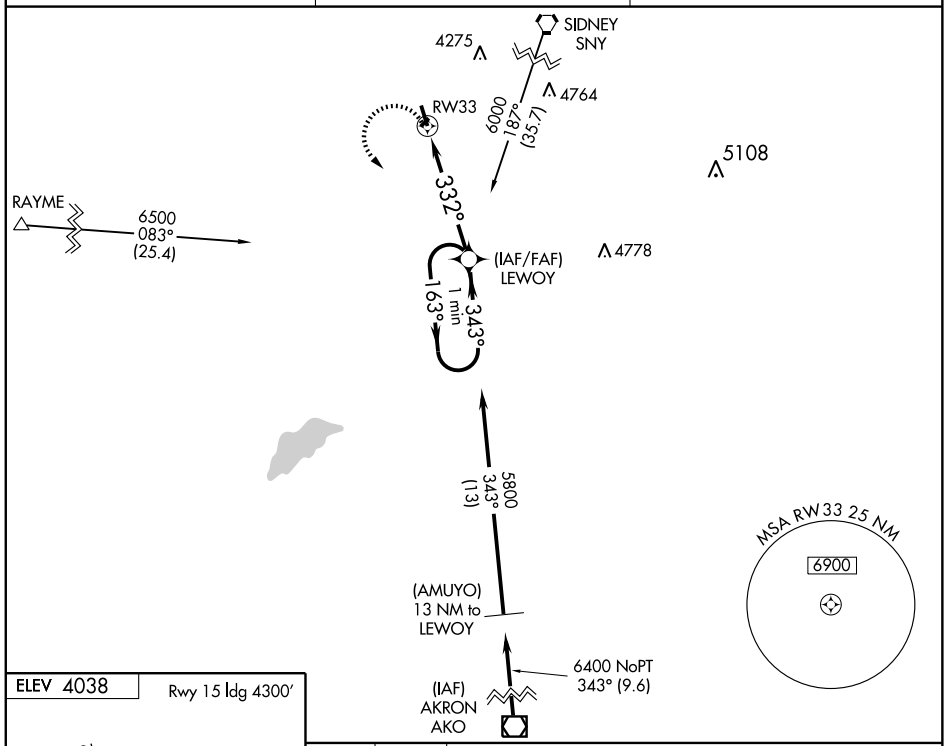
# GPS RWY 33
## STERLING MUNI (STK)

Obtain local altimeter setting on CTAF; when not received, use Akron-Washington County altimeter setting.

NA

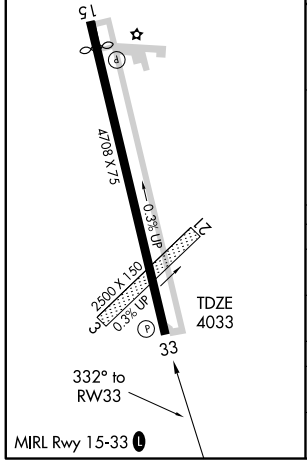
MISSED APPROACH: Climbing left turn to 6000 direct LEWOY WP and hold.

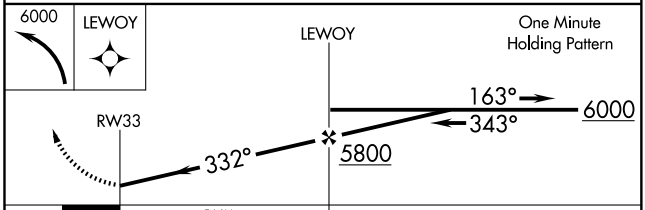
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 118.475 225.4 | 122.8 (CTAF) L |




ELEV 4038

Rwy 15 ldg 4300'




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 4460-1 427 (500-1) | | 4460-1¼ 427 (500-1¼) | 4460-1½ 427 (500-1½) |
| CIRCLING | 4520-1 482 (500-1) | 4540-1 502 (600-1) | 4580-1½ 542 (600-1½) | 4600-2 562 (600-2) |
| AKRON-WASHINGTON COUNTY ALTIMETER SETTING MINIMUMS | | | | |
| S-33 | 4620-1 587 (600-1) | | 4620-1½ 587 (600-1½) | 4620-1¾ 587 (600-1¾) |
| CIRCLING | 4680-1 642 (700-1) | 4700-1 662 (700-1) | 4740-2 702 (800-2) | 4760-2¼ 722 (800-2¼) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| NDB BAJ | APP CRS | Rwy ldg | 4708 |
|---|---|---|---|
| 392 | 332° | TDZE | 4033 |
| | | Apt Elev | 4038 |

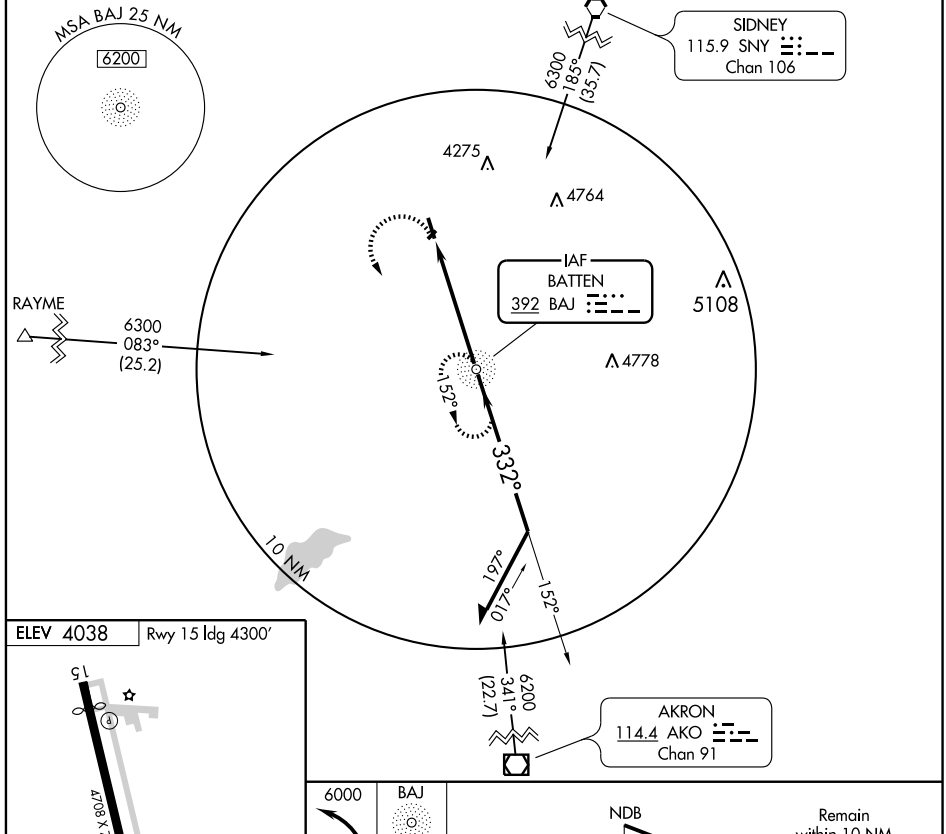
# NDB RWY 33
## STERLING MUNI (STK)

NA

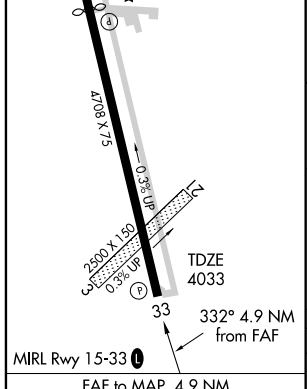
Obtain local altimeter setting on UNICOM 122.8 MHz. When not available: 1. Use Akron, CO altimeter setting. 2. Increase all MDAs 100 feet. Approach not authorized when Sterling, CO or Akron, CO altimeter setting not available.

MISSED APPROACH: Climbing left turn to 6000 direct to BAJ NDB and hold.

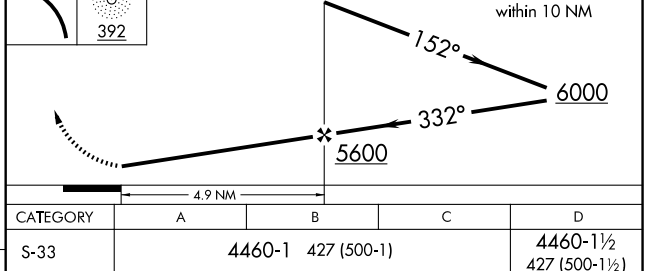
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 118.475 225.4 | 122.8 (CTAF) L |




ELEV 4038 | Rwy 15 ldg 4300′




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 4460-1 427 (500-1) | | | 4460-1½ 427 (500-1½) |
| CIRCLING | 4460-1 423 (500-1) | 4500-1 463 (500-1) | 4500-1½ 463 (500-1½) | 4600-2 563 (600-2) |

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 6870 |
|---|---|---|
| 093° | TDZE | 9061 |
| | Apt Elev | 9078 |

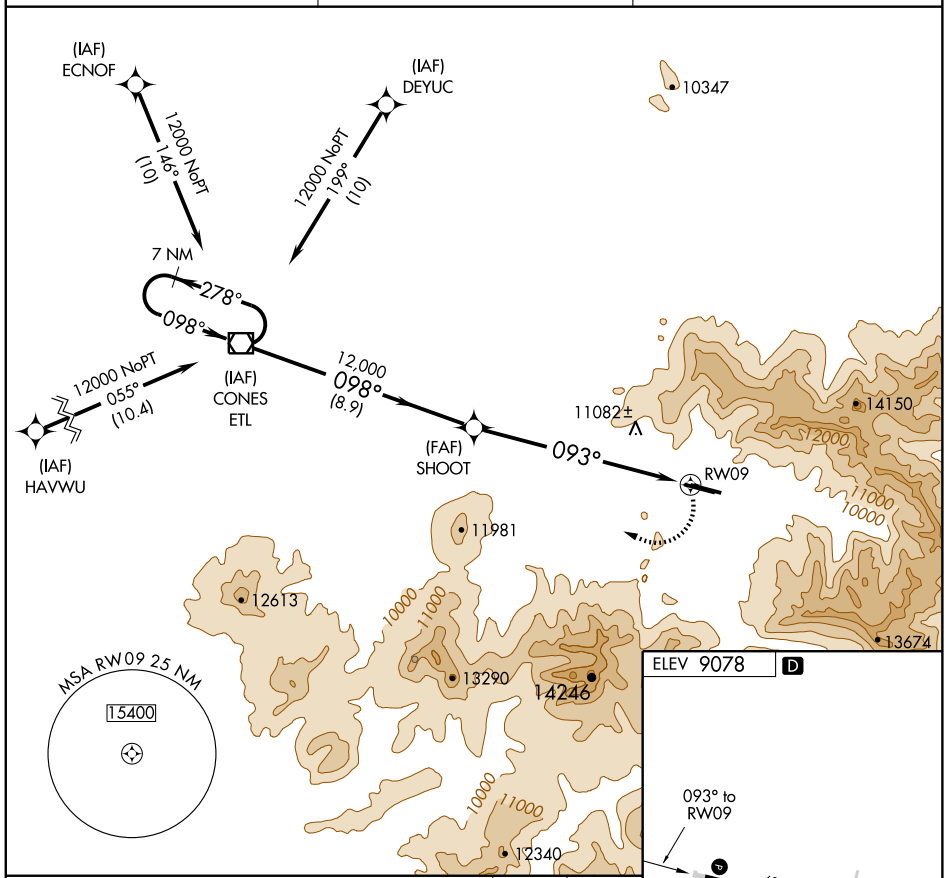
# GPS RWY 9
## TELLURIDE RGNL (TEX)

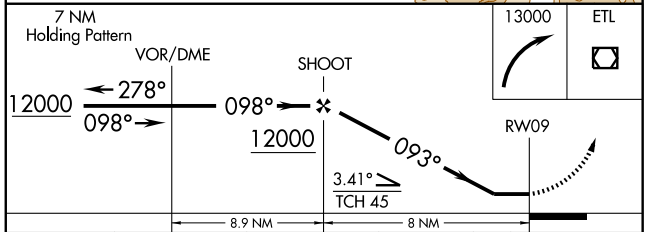
Procedure not authorized at night.
Circling not authorized north of Rwy 9-27.

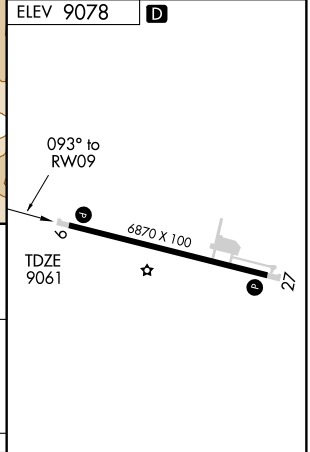
NA

MISSED APPROACH: Climbing right turn to 13,000 direct ETL VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 11,600-2 | 2539 (2600-2) | NA | |
| CIRCLING | 11,600-2 | 2522 (2600-2) | NA | |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| LOC/DME I-TEX | APP CRS | Rwy ldg | 6870 |
|---|---|---|---|
| 109.3 | 090° | TDZE | 9037 |
| Chan 30 | | Apt Elev | 9070 |

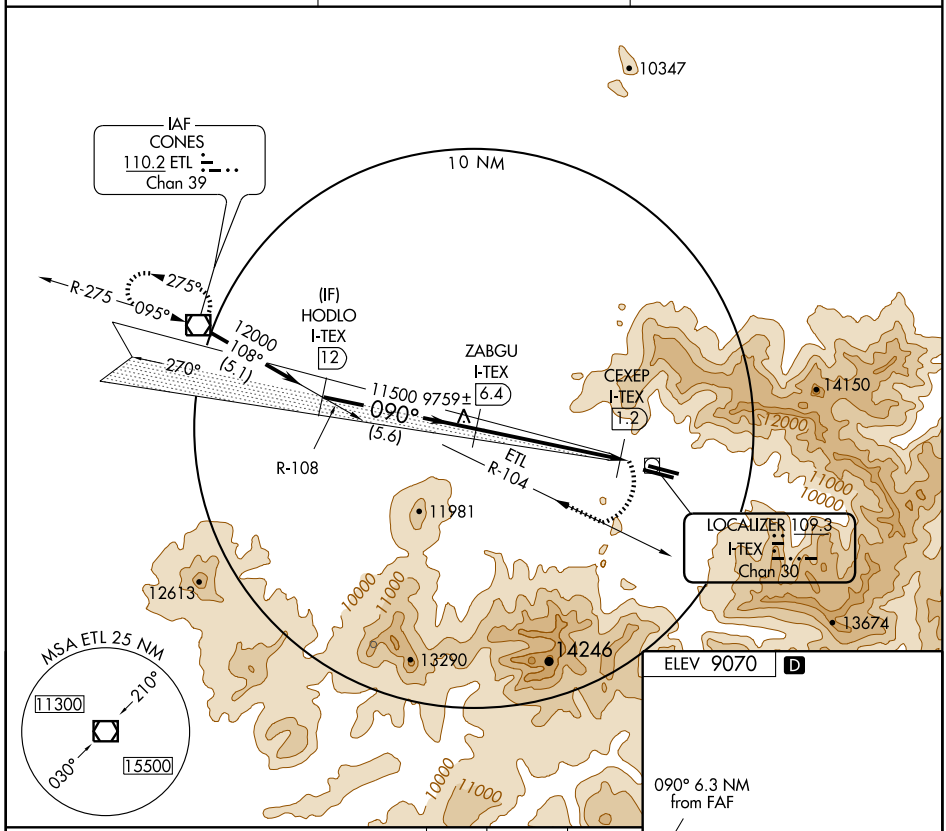
# LOC/DME RWY 9

## TELLURIDE RGNL (TEX)

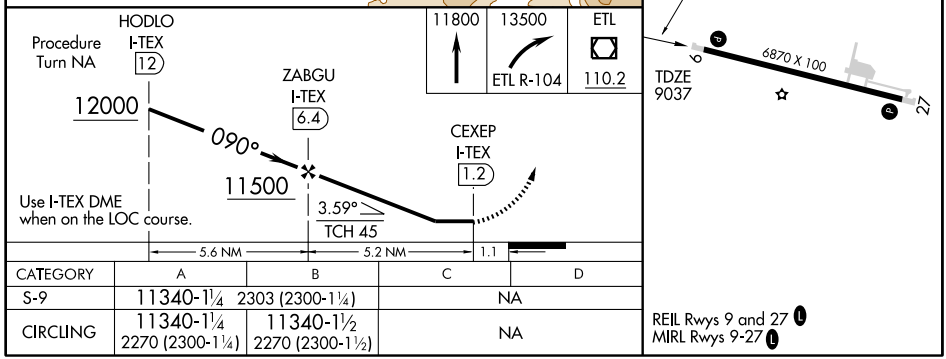
Circling NA north of Rwy 9-27.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 via ETL VOR/DME R-104 to ETL VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |




ELEV 9070 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 11340-1¼ 2303 (2300-1¼) | | NA | |
| CIRCLING | 11340-1¼ 2270 (2300-1¼) | 11340-1½ 2270 (2300-1½) | NA | |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| VOR/DME ETL 110.2 Chan 39 | APP CRS 095° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 9078 |
|---|---|---|

# VOR/DME or GPS-A

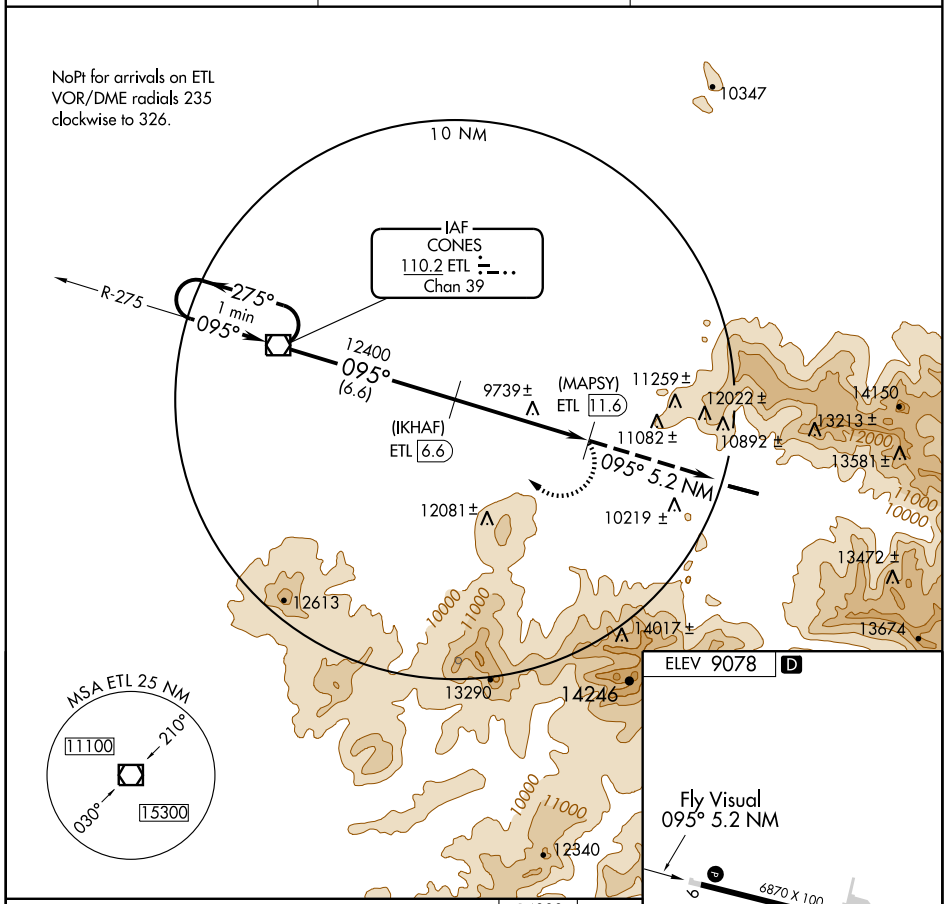
## TELLURIDE RGNL (TEX)

Obtain local altimeter setting on CTAF; if not received procedure not authorized. Procedure not authorized at night. Circling not authorized north of runway 9-27.

NA

MISSED APPROACH: Immediate climbing right turn to 14,000 via ETL R-095 to ETL VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 12380-6 3294 (3300-6) | | NA | |

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 03 JUN 2010 to 01 JUL 2010

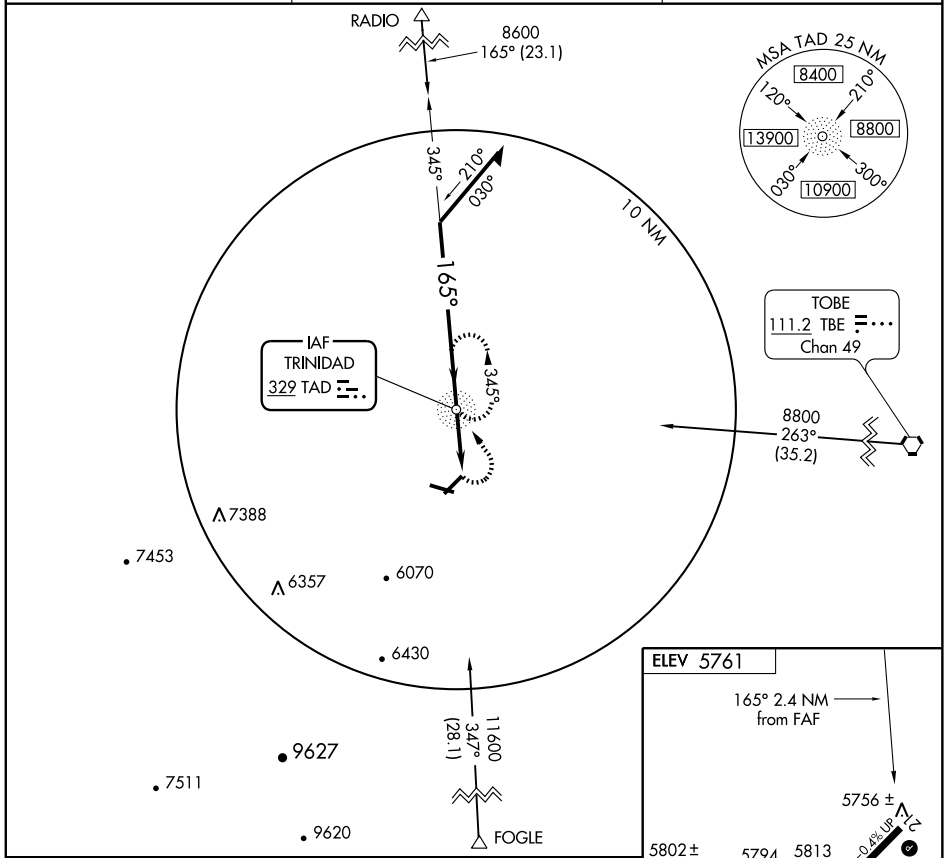
| NDB TAD 329 | APP CRS 165° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 5761 |
|---|---|---|

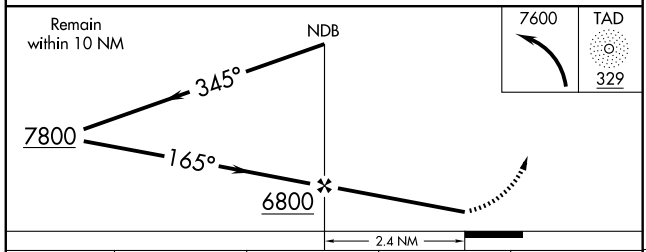
# NDB-A

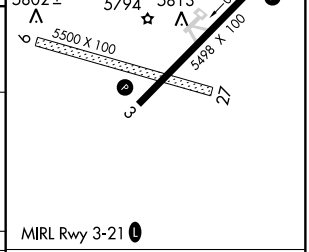
## TRINIDAD/PERRY STOKES (TAD)

MISSED APPROACH: Climbing left turn to 7600 direct TAD NDB and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6200-1<br>439 (500-1) | 6220-1<br>459 (500-1) | 6220-1½<br>459 (500-1½) | 6360-2<br>599 (600-2) |

| FAF to MAP 2.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

SW-1. 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 166° | TDZE | N/A |
| | Apt Elev | 5761 |

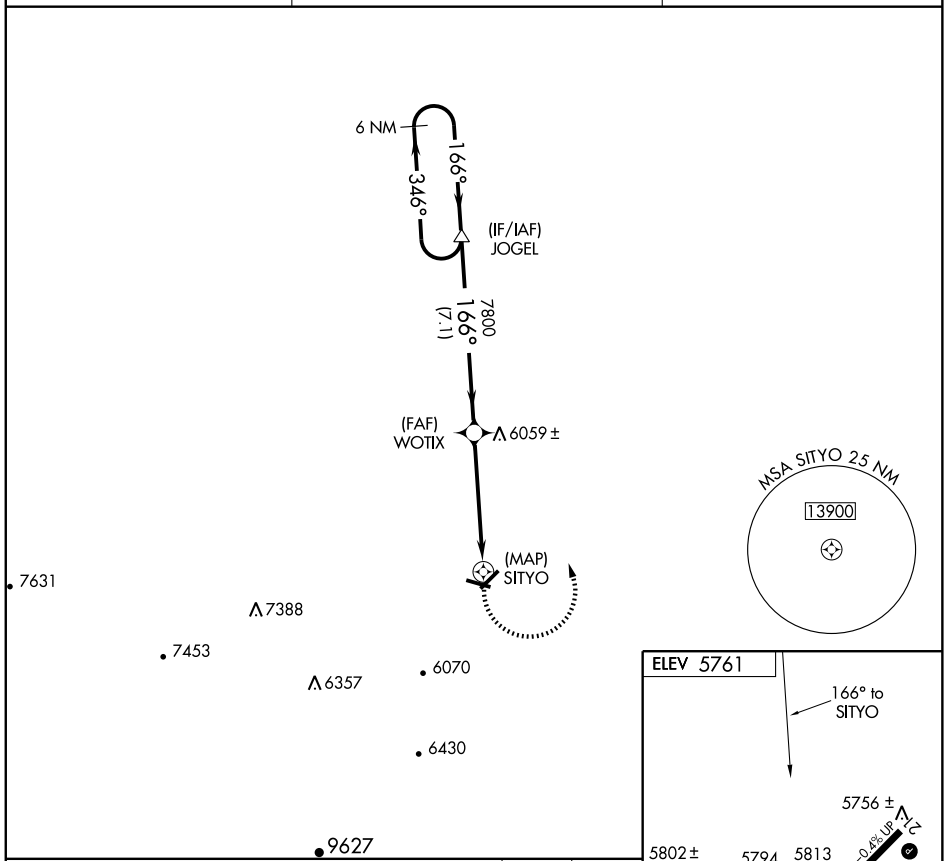
# RNAV (GPS)-B
## TRINIDAD/PERRY STOKES (TAD)

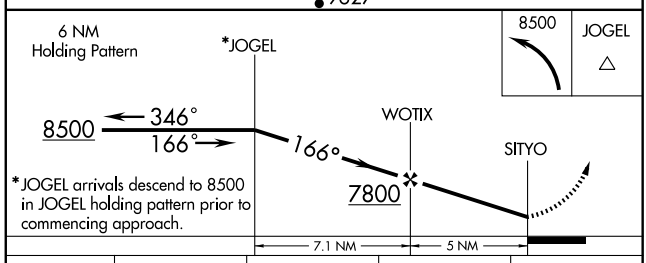
NA

DME/DME RNP- 0.3 NA.

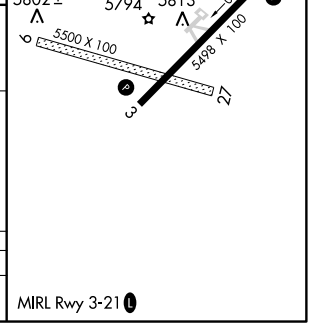
MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.375 379.95 | 122.8 (CTAF) L |




*JOGEL arrivals descend to 8500 in JOGEL holding pattern prior to commencing approach.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6300-1 539 (600-1) | | 6300-1½ 539 (600-1½) | 6360-2 599 (600-2) |

MIRL Rwy 3-21 L

SW-1, 03 JUN 2010 to 01 JUL 2010

| APP CRS | Rwy ldg | 5498 |
|---|---|---|
| 035° | TDZE | 5756 |
| | Apt Elev | 5761 |

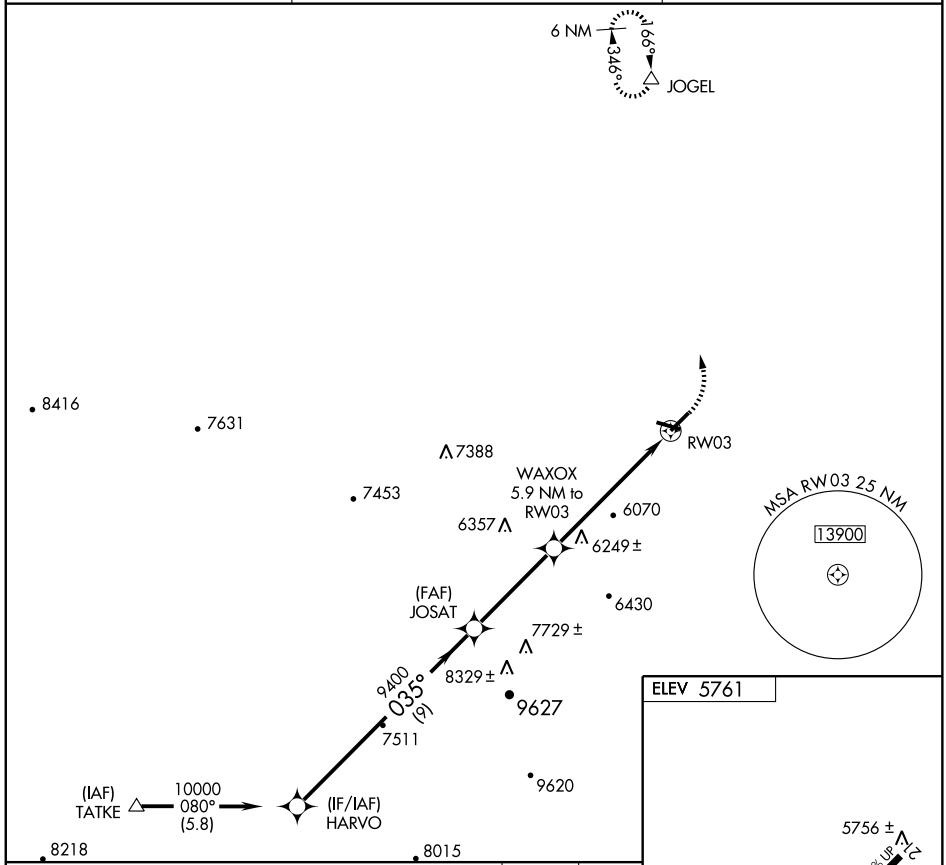
# RNAV (GPS) RWY 3
## TRINIDAD/ PERRY STOKES (TAD)

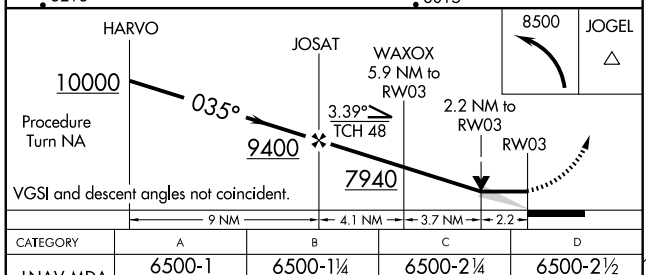
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

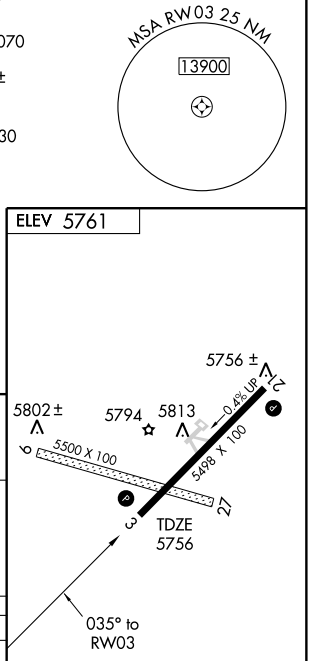
MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6500-1<br>744 (800-1) | 6500-1¼<br>744 (800-1¼) | 6500-2¼<br>744 (800-2¼) | 6500-2½<br>744 (800-2½) |
| CIRCLING | 6500-1<br>739 (800-1) | 6500-1¼<br>739 (800-1¼) | 6500-2¼<br>739 (800-2¼) | 6500-2½<br>739 (800-2½) |




SW-1, 03 JUN 2010 to 01 JUL 2010

WALDEN, COLORADO

AL-10349 (FAA)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 152° | TDZE | N/A |
| | Apt Elev | 8153 |

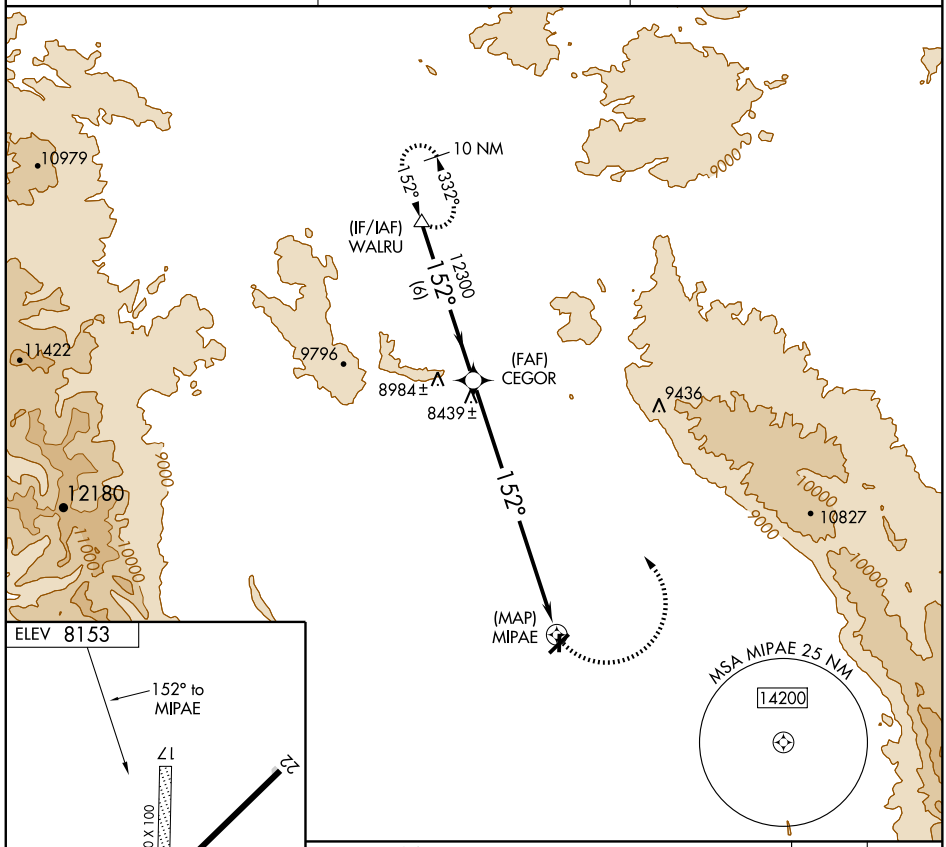
# RNAV (GPS)-A

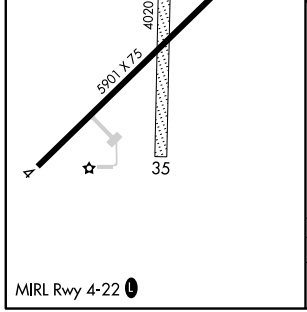
## WALDEN-JACKSON COUNTY (33V)

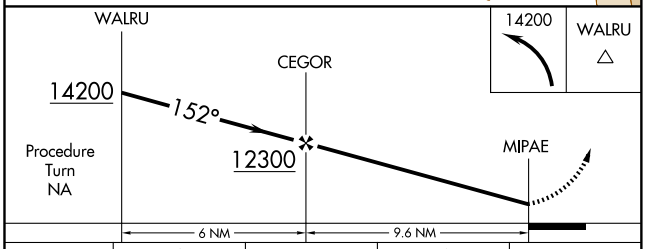
When local altimeter setting not received, procedure NA.
Circling NA southeast of Rwy 4-22.
Circling to Rwy 17 and 35 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

| AWOS-3 | DENVER CENTER | CTAF |
|---|---|---|
| 118.625 | 126.5 371.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8880-1 727 (800-1) | | 8880-2 727 (800-2) | NA |

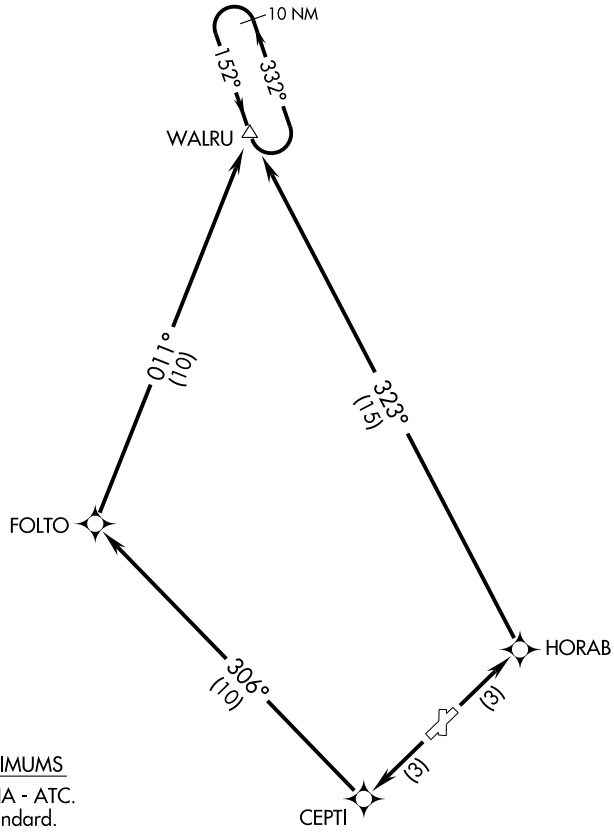
MIRL Rwy 4-22 L

SW-1, 03 JUN 2010 to 01 JUL 2010

# WALRU ONE DEPARTURE (RNAV) (OBSTACLE)



AWOS-3
118.625
DENVER CENTER
126.5 371.85
CTAF 122.9




TAKE-OFF MINIMUMS

Rwy 17, 35: NA - ATC.
Rwy 4, 22: Standard.

NOTE: Rwy 22: Pole, 570′ from DER, 339′ right of centerline, 58′ AGL/8174′ MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence....

TAKE-OFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence....

....continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

SW-1, 03 JUN 2010 to 01 JUL 2010

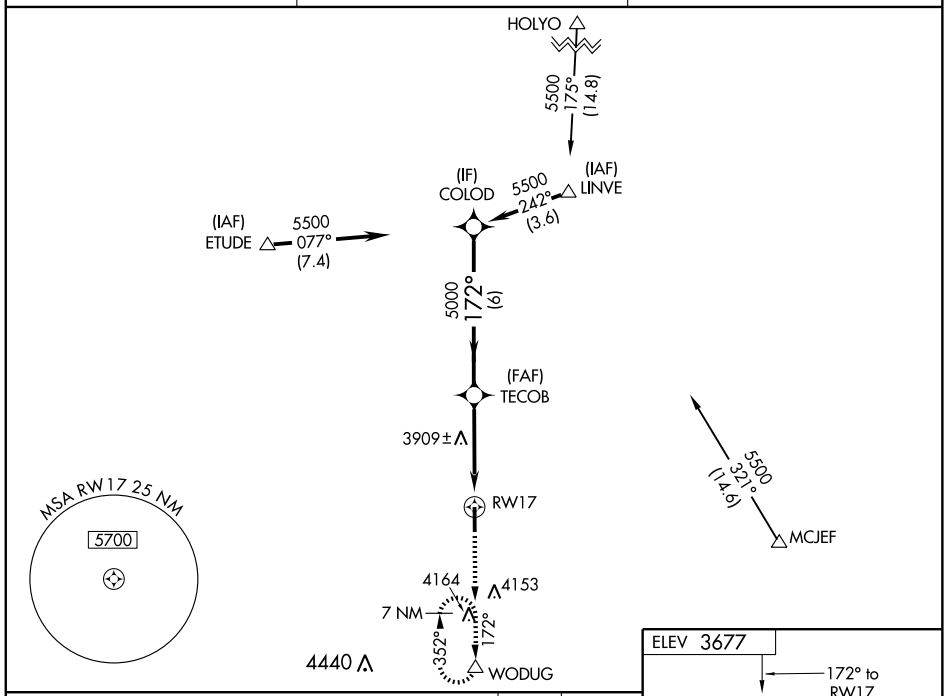
| APP CRS | Rwy ldg | 5400 |
|---|---|---|
| 172° | TDZE | 3677 |
| | Apt Elev | 3677 |

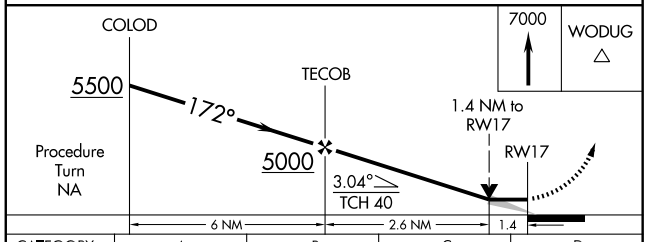
# RNAV (GPS) RWY 17
## WRAY MUNI (2V5)

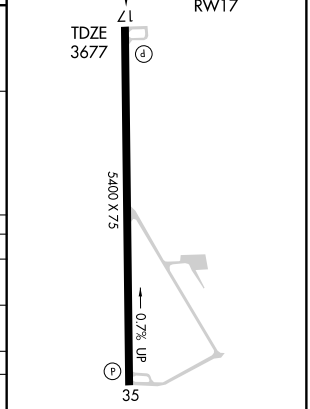
DME/DME RNP -0.3 NA.
NA Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting.
VDP NA when using Imperial altimeter setting.

MISSED APPROACH: Climb to 7000 direct WODUG and hold, continue climb-in-hold to 7000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.250 | 132.7 397.85 | 122.8 (CTAF) L |




REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4160-1 483 (500-1) | | 4160-1¼ 483 (500-1¼) | 4160-1½ 483 (500-1½) |
| CIRCLING | 4160-1 483 (500-1) | | 4160-1½ 483 (500-1½) | 4240-2 563 (600-2) |
| IMPERIAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 4320-1 643 (700-1) | | 4320-1¾ 643 (700-1¾) | 4320-2 643 (700-2) |
| CIRCLING | 4320-1 643 (700-1) | | 4320-1¾ 643 (700-1¾) | 4360-2¼ 683 (700-2¼) |

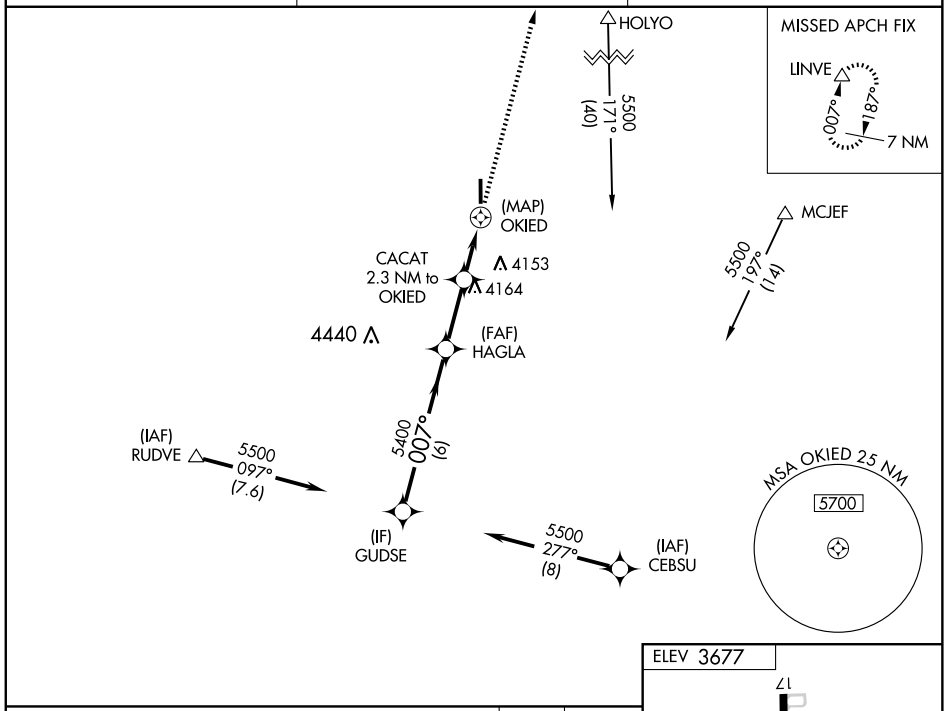
| APP CRS | Rwy ldg | 5400 |
|---|---|---|
| 007° | TDZE | 3653 |
| | Apt Elev | 3677 |

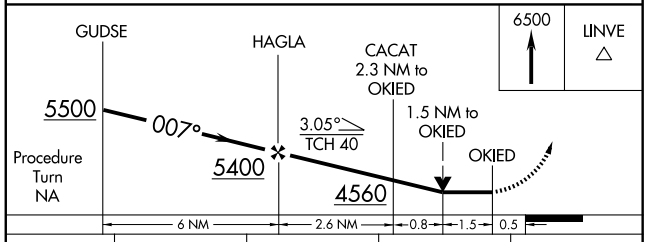
# RNAV (GPS) RWY 35
## WRAY MUNI (2V5)

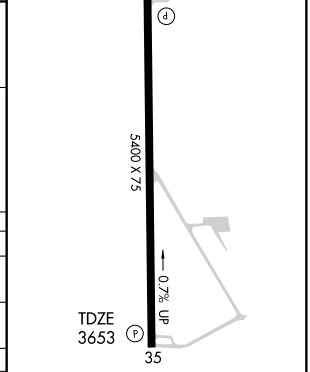
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting. VDP NA when using Imperial altmeter setting.

MISSED APPROACH: Climb to 6500 direct LINVE and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.250 | 132.7 397.85 | 122.8 (CTAF) L |




| | | | | |
|---|---|---|---|---|
| LNAV MDA | 4320-1 667 (700-1) | | 4320-1¾ 667 (700-1¾) | 4320-2 667 (700-2) |
| CIRCLING | 4320-1 643 (700-1) | | 4320-1¾ 643 (700-1¾) | 4320-2 643 (700-2) |
| IMPERIAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 4460-1 807 (800-1) | 4460-1¼ 807 (800-1¼) | 4460-2¼ 807 (800-2¼) | 4460-2½ 807 (800-2½) |
| CIRCLING | 4460-1 783 (800-1) | 4460-1¼ 783 (800-1¼) | 4460-2¼ 783 (800-2¼) | 4460-2½ 783 (800-2½) |

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SW-1, 03 JUN 2010 to 01 JUL 2010